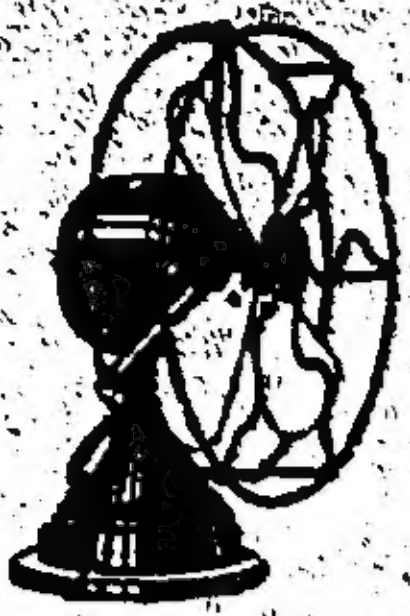


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The Hongkong Telegraph

(ESTABLISHED 1881)

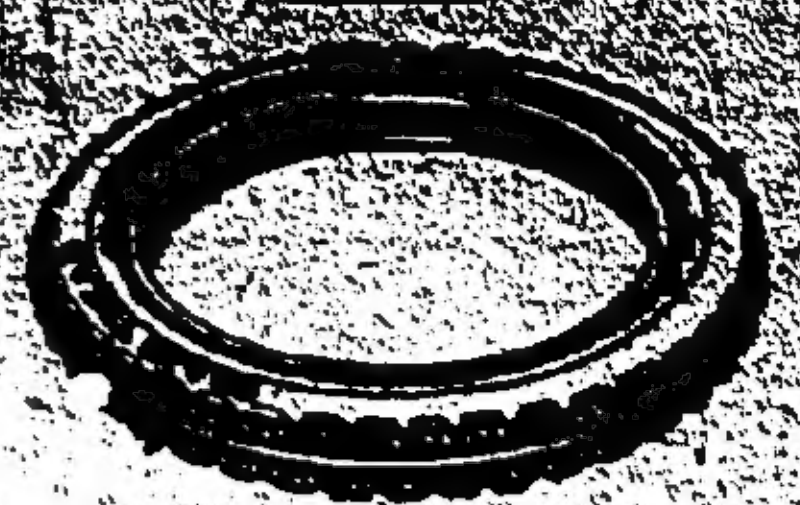
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FRIDAY, MAY 23, 1919.

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REUTER'S TELEGRAMS

GERMAN ANGER OVER PEACE TERMS

CROWD URGED TO THRASH ENTENTE REPRESENTATIVES

Berne, May 14. A huge demonstration, organised by the Majority Socialists at the Koenigsplatz last evening, listened to addresses from four platforms.

Deputy Fischer, speaking from the steps of the Reichstag, denounced the peace terms as more brutal and more shameful than the Romans imposed on Carthage.

Subsequently, the crowd marched through Brandenburger and Thor to the Wilhelmstrasse. In front of the Hotel Adlon, where the Entente Missions are staying, two men harangued them, one inciting them to fetch out the Entente representatives and to thrash them. The police and troops prevented an attack on the hotel.

The crowd proceeded to the Imperial Chancellery, where Herr Scheidemann addressed them from the balcony. He said it was impossible to sign the Treaty. "There is not a man in the present Government so dishonourable as to promise what he knows he is unable to perform. We need bread and raw materials and an opportunity to work in order to fulfil our obligations."

"DOWN WITH ENGLAND!"

Berlin, May 15.

Another procession was formed late in the evening and closed with a meeting of the Hansa League singing, "Wacht Rhein Deutschland Ueber Alles." The crowd went to the Adlon Hotel, where they shouted "Down with a peace of violence!" "Down with Clemenceau!" "Down with England!" They called on "Herr Scheidemann to speak. When he mentioned President Wilson's fourteen points, there were shouts of "Down with Wilson!" Herr Scheidemann warned the procession against rash acts and urged the crowd to untiedly back up the Government.

There were also forty mass meetings, organised by Independents in Berlin and the suburbs yesterday. The speakers protested against the Entente peace, though they declared that it must be signed, but hoped that the international proletariat would secure a speedy revision.

AFGHAN AFFAIRS

Simla, May 14 (delayed).

We made a further advance in the Khyber area and occupied the important frontier cantonment of Dakka on the 13th inst. We have now captured a total of ten guns. The moral of the Afghan troops is stated to be bad. From Chaman the news is normal, but rumours of activity by the Kandahar garrison are current. Other reports from the frontier show that the Woziris and Mahsudis are quiet and nothing untoward has occurred at Khoist Kurram. The evident signs of hesitation and indecision in the Afghan Army is a most satisfactory feature. By pushing forward a comparatively small body of troops into our territory and leaving them unsupported, Amanullah is guilty, in half measure, of unprovoked violation of our frontier. His has been answered by effective and immediate action. We freed our loyal Shinwari villages from hostile incursions and hold Dakka, which the enemy intended to use as an advanced base for future operations. This will doubtless prove an object lesson to the Afghan people and also to any waverers amongst our independent tribes.

The Nizam of Hyderabad has issued a remarkable manifesto rejoicing that his subjects fully recognise the nature of past and present events and have maintained a proper attitude to their ruler who is a faithful ally of the British Government.

Simla, May 19.

An official message says:—We completely hold the crest of the ridge west of the Dakka Sherabad cantonment and Robat Fort. In the Chitral affair of the 14th inst., the enemy had seventy casualties. Har Mahamad's gang of Afridi and Shinwari ruff-raff had sixty casualties on the 16th and 17th inst.

THE TRANS-ATLANTIC FLIGHT

FORCED DESCENT AT SEA

New York, May 17.

A message from Ponta del Gada says the NCI reports that she has gone off her course and been forced to alight on the open sea two hundred miles north of Fayal. Four destroyers have gone to her assistance. There is no news of the third seaplane so far.

CREW RESCUED

Washington, May 18.

An official message says the crew of the NCI have been taken aboard the steamship Iona. The seaplane was taken in tow, but the tow-line parted.

FOG TROUBLES

London, May 18.

According to a telegram from Horta, the Commander of N.C.4, interviewed, said he flew 3,000 feet till he sighted Corvo. Fog compelled him to descend to 200 feet and then alight on the water. He located Horta and resumed his flight, completing the passage in 13 hours and 19 minutes.

No apprehension is felt by the Navy Department regarding the missing seaplanes, which are believed to have been compelled to descend owing to fog. The destroyer Harding reports that she has established communication with the NCI, which was fog-bound south-east of Flores Island, Azores, at 4.27 in the afternoon, Washington time. The Harding is speeding to her rescue.

HAWKER AND RAYNHAM FLY

St. John, May 18.

Hawker and Raynham both fly this afternoon.

The Sopwith machine with pilot Hawker started on the trans-Atlantic flight at 5.51 in the evening, Greenwich time.

N.C. 4, was 100 miles off Corvo island, the Azores, at 5.45 a.m., Washington time.

HAWKER'S DISCRETION

St. John, May 18.

The Martinsyde mishap was due to a collapse of the undercarriage, owing to the bad field. Hawker dropped his wheels before leaving land.

DESTROYERS SEARCHING FOR N.C. 3

Washington, May 18.

In the vicinity of the Azores the weather is unfavourable, which continued during the flight to-day of N.C. 4. The destroyer Harding is towing in N.C. 1 to Horta.

Ten destroyers are scouring the foggy seas for No. 3, which has not been heard of since 5.15 on Saturday, having discarded its wireless owing to the weight.

New York, May 17.

N.C. 4 has arrived at Horta, in the Azores.

REUTER'S TELEGRAMS

BOLSHEVIST FLEET

PREPARATIONS FOR LEAVING KRONSTADT

London, May 15.

Reuter's Agency learns that the Bolshevik Navy, consisting of two Dreadnoughts, two cruisers and also torpedo boats and destroyers, are preparing to leave Kronstadt.

The serious threat which the Bolshevik Fleet would cause Helsinki, which is easily bombardable from the Gulf of Finland, is the real cause of the large concentration of Finnish troops in this area which has been interpreted as indicating an intended attack on Petrograd.

BOLSHEVISTS' ATTEMPT TO SAVE PETROGRAD

Stockholm, May 19.

It is reported from Petrograd that with a view to saving Petrograd, the Bolsheviks have devised a plan of making it a free port, independently administered, maintaining but loose connections with the rest of Russia.

NURSE CAVELL

London, May 15.

The remains of Nurse Cavell arrived at Dover last evening aboard a destroyer. The coffin was borne ashore by eight blue-jackets and taken in a procession, including naval, military and local authorities, to the marine station, where it was guarded during the night prior to departure for London in the morning. Women serving in the forces were conspicuous in the reception of the remains and the procession.

HOME CRICKET

London, May 17.

At the Oval, Surrey beat Somerset. At Lords, Middlesex and Nottingham have drawn.

BRITISH VITAL STATISTICS

SOME ALARMING FIGURES

London, May 15.

The Registrar-General's returns for England and Wales showed that the deaths for the quarter ended March 31st exceeded the births by 47,000 compared with an excess in births for the corresponding quarters of three previous years.

AUSTRIAN PEACE DELEGATES IN PARIS

CHIEF DELEGATE'S CONTAGIOUS SMILE

Paris, May 15.

The reception of the Austrian delegates was more friendly than that of the Germans.

Renner, the chief delegate, stepped out of the car with his hat in his hand, and with a contagious smile made a very brief and tactful speech which the Prefect of Seine and the Chief of the Reception Committee replied. He was delegated to meet and treat them with friendly courtesy.

REVISION OF BELGO-DUTCH TREATY

Paris, May 15.

The Commission on the revision of the Belgo-Dutch Treaty of 1839 has called a meeting for May 29th. Holland has been invited to send a delegate.

REPATRIATION OF RUSSIAN PRISONERS

Paris, May 15.

The Council of Foreign Ministers has considered the question of ways and means for returning Russian prisoners at present in Germany. Repatriation has been decided upon.

THE SCHLESWIG PLEBISCITE

Paris, May 14.

The Council of Foreign Ministers has considered the question of sending a mixed British, French and American force to Schleswig to maintain order during the plebiscite.

ITALY'S AFRICAN CLAIMS

Paris, May 14.

The Temps says a Commission consisting of Lord Milner, M. Simon (French Minister of Colonies) and M. Kartino (ex-Governor of Erythraea) has been charged with the examination of Italy's African claims under the Pact of London.

ADVANCE OF SIBERIAN ARMY

Omsk, May 11.

Siberian troops have reached the River Viatka, 100 miles east of Kozan.

THE 'FLU' IN RUSSIA

Stockholm, May 18.

A message from Petrograd says Spanish influenza is raging in Petrograd and Moscow. There are two hundred cases daily.

AERIAL MISHAPS

Rome, May 18.

Ten British aeroplanes, bound for Egypt, landed at Genoa. One side-slipped and four airmen were hurt. One is dead.



HON. DR. LIM BOON KENG.

who on Wednesday last was presented with the O.B.E. at Government House, Singapore.

SPECIAL TELEGRAMS

(From Our Own Correspondent.)

AERIAL ROUTE TO AUSTRALIA

Singapore, May 22.

General Borton, interviewed, said that the Dutch authorities were most helpful. He spent a month selecting sites for an aerial service to Australia.

STRAITS TIN

Singapore, May 22.

Tin is quoted for the first time in many weeks at \$115.10½. Sales amount to 120 tons.

DAY BY DAY

Lady Rees-Davies left by s.s. Shinyo Maru to-day for Tsingtau for the summer months.

Sergt. D. K. Blair, H. K. Defence Corps, has been promoted Company Sergeant Major and is going to again take charge of the Signalling Section, a position which he held under the old Volunteer regime. The right man again in the right place.

H. R. H. Prince Yugala of Siam and a large suite are at present in Hongkong and putting up at the Hongkong Hotel. They arrived by the Empress of Asia from Japan and are leaving by the Dilwara to-morrow for Singapore eventually going to Bangkok.

Messrs. Trueman and Parry, two Dockyard employees, are going home on the 23rd instant after having been here for several years. A smoking concert will be held to-night in the Naval Recreation Club room at 8 p.m. on the occasion of a presentation to them.

We regret to record the death last night at the Naval Hospital of Chief Stoker E. Haughton, of H.M.S. Hydrangea. The deceased was very popular on board and had been 18 years in the Navy. Previous to joining H.M.S. Hydrangea, he served on the King Alfred a cruiser stationed round the Canary Isles, and the Achatee, a destroyer. He was 37 years of age and a native of Devon. He joined H.M.S. Hydrangea in January, 1918, since which time he was engaged on

patrol duty in the Mediterranean and mine-sweeping out here. The funeral takes place this evening. The deceased leaves a widow and two children.

A thief whose favourite occupation lies in the light-fingered line, has met his match. Imagining that he had an easy picking, he came up to a Shanghai woman who was proceeding along Jubilee Street yesterday with several friends and snatched an earpick from her hair. The lady turned round and gave him a blow on his jaw, which stretched him in a semi-conscious state on the ground. Two Indian constables who had hurried up completed the discomfort of the thief. His career for the next 12 months was shaped for him by Mr. R. E. Lindsell at the Police Court to-day. His Worship, in addition, ordered him to be accommodated with the birch and stocks.

All the stock-in-trade which Leung Kee requires consists of a pair of pliers, a chisel, a screw-driver, and about 16 skeleton and other keys. Equipped with these formidable articles he paid a visit to No. 17, Gage Street, on Wednesday night, and let himself in to the first floor.

The only thing which he could carry away was an electric lamp-fitting. No other articles of value met his eyes, and in his anxiety to search for them he revealed his presence to the people of the flat by the great noise he made. The result was that he had to take a hurried departure. In the street a detective was on duty and he effected the capture of the burglar after a long pursuit. To-day Leung Kee commenced a three months' sentence. At the end of that period he will serve another term of six months for returning from

To-Day's Exchange

The closing rate of the dollar on demand to-day was 3s 6.7-16d.

The Weather

Forecast:—Rain. Barometer—29.84. Temperature 2 p.m.—71. Humidity—3 p.m.—86.

LEST WE FORGET

I was, at Sempt about the end of August. The Germans were retreating and we were pressing on them. We entered about mid-day. A young girl about 17 came up to me crying in the village; she was dressed only in a chemise; she told me that 17 girls including herself, had been dragged into a field and stripped quite naked and violated, and that twelve of them had been killed by being ripped up across the stomach with a bayonet. She told me that there were a great number of soldiers. I could not leave my battery to go and see the corpses; the girl told me it was 10 minutes' walk. In the same village on the same day I saw a man in a barn (dead); the corpse was burnt and his legs cut off. The village people told us that his legs had been cut off, and he had been thrown alive into the fire. I also saw a man lying shot against a wall; his wife told me that he had refused to give up his horse, and the Germans had then taken it and shot him. Official deposition of Belgian Officer before Committee on German Outrages.

STEEL FURNITURE

According to an American consular and trade report, a Cuban firm in one month recently sold steel furniture to the value of 3,000 dollars. It is said to embody modern "conveniences hitherto practically unknown."

COST OF LIVING

The Labour Gazette, a periodical of the Board of Trade, gives an interesting account of the movements in the cost of living since the beginning of the war. By the time of the armistice the cost of food had risen to 133 per cent. of the pre-war figure, and the general cost of living to 120 per cent. Since the beginning of February prices have begun to fall, the cost of food has gone down from 130 per cent. to 120 per cent. of the 1914 figures, and there is no doubt, that it will continue to move in the right direction. It must be remembered, however, that the rise was caused by two distinct causes. The first, an actual shortage of many commodities, will gradually cease to be operative. The second, the inflation and consequent depreciation of the currency, and the general decline in the value of money from that and from other causes, will be removed more slowly and with greater difficulty.

DON'T FORGET

TO-DAY

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Empire Day.
Folo Club Gymkhana at the Race Course—4 p.m.
Craigagower Club's "At Home."

THURSDAY, MAY 29.

"Star" Ferry Co. Ltd.—Meeting of Shareholders at the Office of Messrs. Jardine, Matheson & Co. Ltd.—11.30 a.m.
Peak Tramways Co. Ltd.—Meeting of Shareholders at the Hongkong Hotel—Noon.

THURSDAY, JUNE

Star Ferry Co. Ltd.—Meeting of Shareholders at the Office of Messrs. Jardine, Matheson & Co. Ltd.—11.30 a.m.

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General Managers.
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ALTERNATIVE TO
ELECTRICITY.RUMANIAN'S SONIC
INVENTIONS.

Mr. George Constantinesco, a
Rumanian by birth, but now a
naturalized British subject, has
been honoured by a visit by Queen
Mary and the Queen of Rumania
to inspect the works at West
Drayton where his inventions are
being perfected, says a London
paper.

Their Majesties were accom-
panied by Princess Mary,
Princess Marie, Princess Ileana,
and Prince Nicolas, and others
present were Mr. Charles Cust, Sir
Derek Keppel, Brigadier-General
Groves (representing the Air
Ministry), Brigadier-General
Maitland (representing the Air-
ships Department), Commander
Turner (representing the Admir-
alty), Colonel the Master of Sem-
pill (representing the Ministry of
Munitions and Air Ministry Tech-
nical Department), and Colonel
Arion, Rumanian Military At-
tache.

The new Sonic Works at West
Drayton are really a large re-
search laboratory provided by the
Government to enable Mr. Con-
stantinesco to develop his various
inventions.

The secrecy which has sur-
rounded the work which has been
done must for the present be
maintained, but there is much
which is of great interest to be
seen at the works, and the Royal
party followed with the greatest
attention the demonstration given
of the possibilities of the various
inventions and the results which
have been obtained.

One of the inventions of Mr.
Constantinesco which the devel-
opment of the Sonic system of

transmission made possible was
the C.C. synchronizing gear
which helped so largely to
establish the supremacy of our
Air Force, enabling our men to
fire up to 2,000 bullets a minute
through a propeller having from
1,000 to 2,000 revolutions a
minute.

The Sonic system of trans-
mission, though developed mainly in
connection with the war, has, it is
claimed, great possibilities for
commercial purposes.

There are experts who have
described it as an alternative to
electricity almost as revolution-
ary as is electricity when it
was first brought forward for
industrial use.

Described briefly, the Sonic
system is a substitution of the to-
and-fro motion of actual particles
of liquid for the to-and-fro motion
of electric waves which occur in
an electric conductor carrying
alternating current.

It is an alternative way of
getting the same effects by the
to-and-fro motion of a compres-
sion wave identical with the
ordinary sound wave propagated
by liquid.

It has long been known that
sound waves could be propagated
by liquid, but this is said to be
the first time that they have been
made carriers of energy by
enclosing them in a pipe.

H.A.L.'S NEW HEAD.

The new head of the Hamburg
American Line, who has been
chosen to replace the late Albert
Ballin, whose death is still
shrouded in mystery, is Dr.
Wilhelm Cuno who was born in
1876 and has been a Government
official in the Finance Depart-
ment since 1907. During the war
he was engaged principally in
food supply.

WILHELM AND HIS
ACCOMPLICES.WHAT THEY HAVE
DONE.

Several respectable authorities
in England (says *World's Work*)
have declared that there is not
tribunal before which the Kaiser
and his associates can be called
to answer for their crimes:
despite this, the Peace Con-
ference has made an excellent
beginning by appointing a com-
mittee to determine, among other
things, "the degree of responsi-
bility for these offences attaching
to particular members of the
enemy's forces, including
members of the General Staffs
and other individuals, however
highly placed." Probably there
is no sentiment more generally
prevailing in the world to-day
than the demand for the punish-
ment of those who have fought
the most atrocious war in history
in the most atrocious way. If no
tribunal exists for bringing these
arch criminals to book, it is
simply because the crimes of
which they stand accused have
been hitherto unknown.

What specifically are these
crimes? An industrious French-
man, M. Tancrède Martel, has
done the world a service by
assembling in concrete form the
particular offences charged to
particular individuals in his
recent book, "What Will Be
the End of William II and His
Accomplices?" M. Martel has
compiled a list, a kind of Who's
Who in International Crime
containing 337 high-placed Ger-
mans who may with propriety be
hailed before the bar of justice.
Most of the German leaders who
have figured in the war paws of
the last four years figure in M.
Martel's list. Inevitably the
Kaiser stands at the head, and
then the Crown Prince, Beth-
mann-Hollweg, Hindenburg,
Mackensen, and all the rest
follow in all their hideous
eminence. The following are a
few of the specific offences which,
according to M. Martel, demand
the consideration of the
Allies:

Von Hindenburg: As com-
mander-in-chief in East Prussia
ordered that bread which had
been found soaked in paraffin
should be given as food to the
Russian prisoners. Being at
Roisel (Somme) on the 10th of
March, 1917, gave the order that
everything should be destroyed,
burned, and pillaged in the regions
which the barbarians were about
to evacuate. Was responsible for
the violation of tombs at Car-
lepont, Candor and Roigise in
March, 1917.

Von Mackensen: Responsible
for thefts, incendiarism, and the
execution of notables and peasants
in Rumania. Ordered about 1,000
Rumanian children, from 10 to 17
years of age, to be shot on the
ground that they had conspired
against him. Stole 10,000,000
in the occupied parts of
Rumania.

Prince Rupprecht of Bavaria:
Massacred and hanged
civilians in Russian Poland
in 1915. Is responsible
for "the deportations of Lille,
Roubaix, and Toucoucy, accom-
plished with the help of Von
Graevenitz, military governor of
Lille. Connived at the theft of
money from the deportees.

Von Schubert: Shelled a num-
ber of old men, women, and
children whom he had collected
in the hospital at Brouage, on the
ground that they were "useless
mouths." Caused 31 girls to be
carried off and placed at the dis-
posal of his officers.

Von Bulow: Posted the following
notice at Andenner on the 22nd of
August, 1914: "It is with my
consent that the whole place
has been burned and about 100
people have been shot." Posted
the following notice at Namur
on the 25th of August, 1914:
"Ten hostages will be taken in
each street. If there is any
disturbance in the street all the
hostages will be shot."

Klauss: Responsible for mass-
acres at Gerbeville and Eram-
bois. At Gerbeville alone 60
civilians were assassinated. One
of them, engaged in Red Cross
work, was soaked in petroleum
and burned alive.

Stenger: Author of the follow-
ing order of the day: "All
prisoners, even if taken in large
numbers, are to be put to death.
No living man is to be left behind
us."

Von Graevenitz: Military gov-
ernor of Lille. Carried 30,000
civilians, including many women
and children, into slavery, and
told the Bishop, who protested,
to hold his tongue.

Von Dreicht: At Arlon, being
drunk, ordered the execution of
117 hostages. Laughed when he

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was told, on recovering sobriety,
that the order had been carried
out.

Blegen: Responsible for the
destruction of Dinant and the
massacre of more than 600 per-
sons, including 34 old men, 11
women, and 17 children under
nine years of age.

Von Manteuffel: Ordered the
burning of Louvain and the ex-
pulsion of 10,000 civilians from
the town.

Von Rodeiski: Gave a formal
order that all Cossacks who sur-
rendered should be shot or
hanged.

Major von Bulow: Author of
the destruction of Aerchot.
Ordered 150 civilians to be shot.
Compelled the women of the
town to stand by, with their arms
in the air, for six hours, witness-
ing the conflagration.

Eberlein: Boasted, in an article
printed in the *Munchner
Neueste Nachrichten*, that he
had compelled civilians to march
in front of his men as a screen
against the enemy's fire.

Von Tirpitz: Responsible for
the earlier submarine
outrages.

Von Capelle: Responsible for
the later submarine outrages.
Gave stringent orders that hos-
pital ships were not to be
spared.

After reading such specifica-
tions as these, the learned disquisi-
tions in international lawyers that
no machinery exists for bringing
the perpetrators to punishment
make little impression. The
world is not so much
interested now in legalistic com-
plexities as in the exact ap-
portionment of justice. There is
a well-known principle that a
wrong which is not punished is a
wrong which is condoned, and
should the civilized Powers now
assemble at Versailles ignore
such depredations as these they
would admit that they were
justifiable practices in civilised
warfare. Unless Von Tirpitz and
Von Capelle are punished for
murdering women and children
on the high seas, then this
kind of warfare would be prac-
tically regularised in the future.
If Mackensen is permitted to
shoot a thousand Rumanian
children and suffer no penalty,
if Von Schubert is permitted to
shell old women on the ground
that they are "useless mouths,"
if Klaus is permitted to soak a
Red Cross worker in petroleum
and burn him alive, if Von Grae-
venitz is permitted to carry
30,000 civilians into slavery,
what complaints can the
world make if things like this
happen in another war? If these
men did not commit these crimes,
of course they should not suffer
for them, but the only way to
determine that is by an orderly
judicial proceeding. Such a
proceeding will accomplish more
than merely bring the accused to
trial. It would place eternally
upon the records the precise
facts regarding the German
atrocities, and forever remove
the subject from the
field of controversy. All the
first-hand witnesses could go
upon the stand, state exactly
what their own eyes have seen,
and thus in coming generations
there would be little field for
argument or discussion. Certain-
ly the Peace Conference owes it
to history to make this record as
complete as possible. If the facts
coincide with the charges made
by M. Martel and countless other
investigators and observers, then
the commonsense of mankind
will have little difficulty in fixing
the punishment.

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ROBINSON'S

WHAT LABOUR IS OUT FOR

LEADER'S STRAIGHT TALK.

Mr. "Bob" Williams, the Secretary of the Transport Workers' Federation, is one of the most vigorous figures in the British Labour movement. As one of the members of the Triple Alliance, he has taken a leading part in the recent negotiations with the Government which have now definitely averted a national strike. He gives his views on Labour aspirations to Helen R. MacDonald in the following interview in the *National News*.

When I saw Robert Williams come towards me across the floor of the hotel, I thought I had never seen such a big man. He is about six feet three and broad in proportion. Everything about him is big. When we greeted each other, my hand was completely lost in his. His voice is big, so are his ideas. He is the general secretary of the National Transport Workers' Union, and doubtless some of the people who are finding things rather trying these strike-filled days wish that his influence was not also big and compelling.

These are big days for Williams. Conferences, meetings, debates, fights, almost every minute of the twenty-four hours.

"How goes it?" I asked.

"Fine," he said quietly.

"What are you out for?"

His eyes kindled. "Everything," he answered. "Shorter hours for one thing. They are the Genesis to the Book of Emancipation. For the dock and waterside transport workers the working hours are to be brought down from 54 to 44 hours per week. For the tramway employees, the average has been from 56 to 43. The ideal is an eight-hour day. For road transport workers from 66 hours we must reduce them to 48. The rates of pay must be the same. Piece workers are to have an increase of 20 per cent. on the total earnings and a reduction in the hours of labour."

THE PROGRESSIVE IDEA.

"What chance is there of your getting these concessions?"

Williams laughed with an air of triumph. "You may as well try to keep back the hands of the clock as to stop the advance of Progress," he said. "We have practically got all these things. And it is a question of time until we get the other things we are out for."

"Big wages and short hours are not the only things," I said. "I remember a family in one of the steel districts of Lanarkshire. There were a father and his three sons. An income of some £20 a week went into that house, yet the standard of life was extremely low. The house was a miserable, comfortless place."

"Yes," Williams said quickly, "because that family would probably find it impossible to get a better house. Increased earning power makes a man want to live better. If a working man has the money he wants to have the best. He eats more and better food. He goes to a better tailor. His wife and children have better Sunday clothes. But when it comes to a question of housing, the worker with the big wage is at a dead end."

THE ESCAPE FROM SLUMDOM.

"The workers' houses in England are bad enough. But in Scotland. Some of the dock workers in the Clyde district are herded together like cattle. In awful tenements, filthy places they are, with noisome stairs and closes where health and fresh air are alike impossible. Yet the working men cannot launch out and take a house in a good locality at £35 or £40 rent. The fear of unemployment is always in front of him. So he cannot get out of the slums and he has to live in tune with locality."

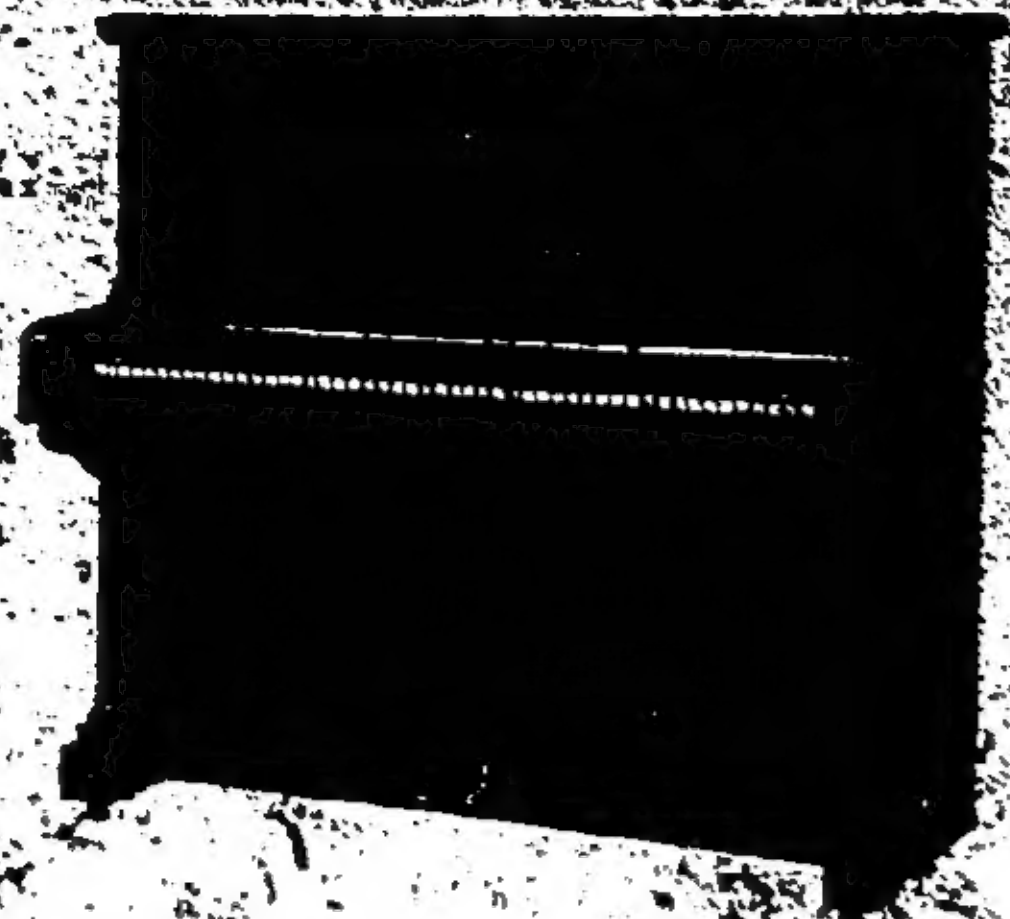
"Well, what is your solution?"

"A communal system," came the answer. "Neither private enterprise nor Government action, but municipal ownership. The outstanding difficulty is lack of money borrowing powers."

"To bring about better housing, the entire community must be interested and make it their scheme. The State must float loans to enable ground to be purchased and suitable houses built. The people with the State behind them, helping eternally with loans, must things are righted."

"If a man lives in a house unfit for human habitation, it is idle to say that he has freedom of opportunity. He has not. Evil conditions tend to perpetuate themselves for the homes dominate the families and their mode of life."

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RUPERT BROOKE.

TRIBUTE TO SOLDIER POET.

A portrait medallion of Rupert Brooke, the distinguished young poet, who died at the Isle of Lemnos, in April, 1915, whilst serving with the Royal Naval Division, was unveiled by General Sir Ian Hamilton in Rugby School Chapel recently. Beneath the memorial, which is a profile portrait executed by Mr. Hayard Thomas, is inscribed, "Rupert Brooke's beautiful sonnet, 'The Soldier.'"

If I should die, think only this of me:

That there's some corner of a foreign field

That is for ever England. There shall be in the rich earth a richer dust concealed:

A dust whom England bore, shaped, made aware.

Gave, once, her flowers to love, her ways to roam:

A body of England's breathing English air.

Washed by the rivers, blest by suns of home.

Sir Ian Hamilton described a visit he paid to the young poet, who was lying sick at Port Said.

"I went into his little tent where he was lying stretched out on the desert, and looking extraordinarily handsome. My previous fears crystallised into a sudden, clear, and strong premonition that he was one of those whom the envious gods love too well. So I begged him to come on my personal staff, where I could see to it he got serious work to do. I knew the temper of his spirit, and I promised him a fair share of danger."

"He replied that he would have loved to come, but he loved better the thought of going through the first landing, and the first and worst fighting, shoulder to shoulder with his comrades. And so, in the afternoon of April 23, 1915, when the black ships lay in the wonderful blue of the bay and the troops in their transport steamed out slowly, with enthusiasm, Rupert Brooke lay dying. He had every gift—youth, charm, beauty, genius. In him we have the very acme of tragedy, and by it will Rupert Brooke be remembered when the thousands of ripe reputations have faded from the legends of romance."

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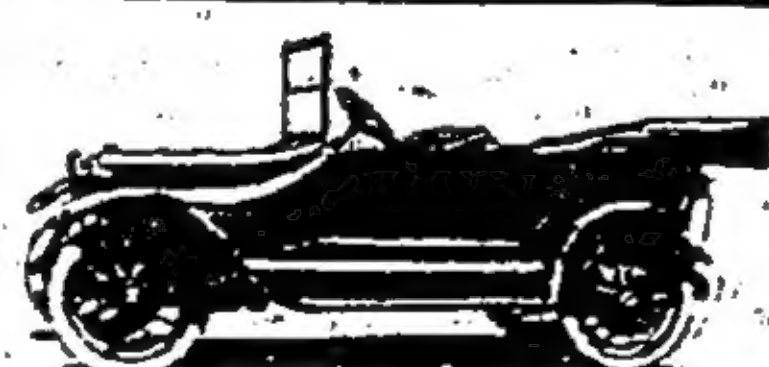
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INFLUENZA IN INDIA.

NO COUNTRY SUFFERED SO SEVERELY.

The Indian Government have issued a remarkable report on the influenza epidemic by Major Norman White, who has just vacated the position of Sanitary Commissioner, which he had filled with distinction.

Major White declares that from the incomplete information available, it would appear that no country has suffered as severely from the disease as India during the last quarter of 1918. Without

fear of exaggeration it can be stated that influenza was responsible for six million deaths, equivalent to more than half the mortality attributable to plague in the 22 years during which plague has been epidemic in that country. Five million deaths occurred in British India, and one million in the Native States.

Major White affirms that there is no evidence that the disease originated in malnutrition. Its incidence was very high among the well fed British troops, higher indeed than among the Indian troops. It cannot be denied, he says, that malnutrition was occasionally a factor of importance in determining a fatal issue.

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The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 23, 1919.

A LEAF FOR HONGKONG.

India does some things extremely well. In Bombay there are a number of reformatories of which the David Sassoon Industrial Reformatory School is about the best known. The institution has been brought to a high state of efficiency and usefulness and with the sympathetic co-operation of the Government of that Presidency it is maintaining its usefulness. The object of the David Sassoon Industrial Reformatory is educational and not penal and the advantages of this system have been fully demonstrated not only in England but in India. At the annual meeting of this organisation it was pointed out that the period just after leaving the reformatory is rather a precarious one for the boys as many of them have no relations or friends to whom they can go. Hence there is every chance of their being caught in the whirlwind of bad temptations and again beginning to lead an evil life. To obviate this, the David Sassoon Reformatory has created the necessary provision of giving temporary shelter and help to discharged boys who are friendly until they can earn a living. In Calcutta they have a Prisoners' Aid Society of which the Chief Justice of Bengal is the Chairman. Its Committee is thoroughly representative and the scope of the Society is not limited to youthful criminals but those who desire to lead the life of good citizens after release from prison. A replica of the David Sassoon Reformatory, if reproduced in Hongkong, would solve admirably our youthful criminal problem. The institution has an auxiliary home, in charge of a Superintendent, mainly for helping discharged boys. They learn different crafts, have their workshops, sleeping rooms and kitchen and attain a high standard of proficiency. Among the many institutions of its kind, the David Sassoon Reformatory is not worked under the Reformatory Act but under the Apprentices Act, which is acknowledged to be the better system. It is not conducted under the blighting system of jail administration but is run by a committee of gentlemen. In Hongkong there are hundreds of poor children, not necessarily of criminal tendencies, who would be better off in an institution of this nature than knocking about the streets and being lured to temptations of committing crimes, like petty thieving and pick-pocketing. The institution could take in boys sent by the Magistrates as well as private pupils. It could be visited by the Director of Education and a report submitted by him. The following from the report of the David Sassoon Reformatory is an indication of the strength of the school:—At the beginning of last year there were in the Institution 187 boys including 5 private apprentices, who were admitted during the year whilst 58 were discharged as under-12s on attaining the age of 18, 8 by order of the Managing Committee and with the approval of the Magistrates concerned; 2 by order of the Government and 43 on termination of their period of apprenticeship.

NOTES AND COMMENTS.

HONGKONG COMPANIES.

Special interest was attached to yesterday's meeting of the Union Insurance Society of Canton, Ltd., from the fact, as was observed by one of the speakers, that it marked the parting of the ways—the transference from silver to gold currency. Occasion was naturally taken to refer to the splendid record which this Company has established, starting from small beginnings until it has reached a foremost position amongst similar companies, even when we take the whole world into account. As Mr. Stabb observed, Hongkong may well be proud of many of the companies which have been launched in this Colony and have grown up with its general progress and development. Such institutions as the Union Insurance Society and the Hongkong and Shanghai Bank are wonderful examples of what British enterprise and sound management can accomplish.

Mr. Stabb touched upon an important point when he expressed the hope that, although the Union Insurance Society was forsaking the currency of the Colony, it would never transfer its headquarters elsewhere. And in support of that hope he attributed the success of the Society and of many other local concerns to the fact that the management had been operated in the East, where Eastern questions and interests are understood and can be rapidly handled on the spot. There are sentimental grounds, too, why companies born in the Colony should continue to be managed here, though of course the argument put forward by Mr. Stabb is far more vital. Hongkong has some splendid commercial traditions. It is up to her men of business to see that they are worthily upheld.

AN UNWANTED SEAT.
The Justices of the Peace in Hongkong have a representative on the Legislative Council, and they are anxious to preserve that privilege when constitutional reform is an accomplished fact. They have also the right to three seats on the Licensing Board, and until he recently left for home, Mr. T. F. Hough occupied one of these. But now the J. P.'s only have two representatives on this body, and it appears that they have no-one but themselves to blame for this circumstance. This week there was to have been an election in order to fill the vacancy, but as no nominations were sent in, it did not take place. It is true that the position is not one of very great honour, but at a time when the unofficial element is crying out for a larger share in the government of the Colony it is rather distressing to find them not bothering about a seat on the Board. Why is it? Our J. P.'s do little enough, in all conscience: they are rather ornamental than useful. But surely here is one respect in which they can serve the public even though it be in a small way. With matters as they are, the impression is given that the Justices of the Peace are not greatly concerned about rendering civic service, unless it be a case of the possibility of securing a seat on the Legislative Council, carrying with it the awesome title of "Honourable." Now, come along, J. P.'s; a seat on the Licensing Board may be a stepping-stone to higher things.

GARRISON TENNIS LEAGUE.

The R.A.M.C. "A" team met the 83rd Coy. R.G.A. "A" team on the Military Hospital courts on Wednesday, the former winning by 43 games to 38. Scores: Staff Sgt. Thayers and Sgt. Taylor (R.A.M.C.) beat Capt. Lucy and Sgt. Athorne, 5-4; Lieut. Mann and Bombr. Nicholls 5-4; beat Gunner Perkins and Gunner Sharp, 5-4.

Capt. Burn and Lieut. Cpl. Kirby (R.A.M.C.) lost to Capt. Lucy and Sgt. Athorne, 3-6; beat Lieut. Mann and Bombr. Nicholls, 8-1; beat Gunner Perkins and Sharp, 5-4.

Sgt. McKee and Lieut. Cpl. Webb (R.A.M.C.) beat Capt. Lucy and Sgt. Athorne, 6-3; lost to Lieut. Mann and Bombr. Nicholls, 3-6; lost to Gunner Perkins and Sharp, 3-5.

DAY BY DAY.

IT'S A GREAT MISFORTUNE NOT TO HAVE JUDGMENT ENOUGH TO KEEP SILENT AT THE RIGHT TIME.

During yesterday there were notified seven cases of plague (four fatal) and two of cerebrospinal fever (one fatal). All were Chinese.

Brother Aimar, the Director of the St. Joseph's College, is at present in hospital as a result of complications brought on by influenza.

A few Sisters of the Poor were notified about town this morning. They are the advance guard of the Order which will occupy the old Blind Home of the Germans.

The total output of the Kailan Mining Administration's mines for the week ending 10th May amounted to 73,383 tons and the sales during the period, to 66,752 tons.

The Rev. Father Spada, of the Rosary Church of Kowloon, has been in hospital since last week. He is very popular with his congregation and his absence is greatly felt.

We have received from the Postal Commissioner's office at Nanning, a copy of the latest postal map of Kwangsi. It is the most up-to-date map that has yet been issued of this Province. The price per copy is 25 cents.

A scalp wound was inflicted on the head of a Chinese boy, seven years of age, as the result of a motor-car accident which occurred in Queen's Road yesterday. The victim was crossing the road when he was knocked down by the car. He was sent to Hospital.

Jewellery to the value of \$826.50 and money to the amount of \$350 were stolen from a Chinese living on the second floor of 8, Staunton Street sometime on Wednesday night. The thief got into the flat from the verandah.

Mr. J. B. Rentiers, British Consul General at Manila, arrived in the Colony yesterday by the Tanco Maru, accompanied by his wife. Mr. Rentiers has been Consul in Manila for about seven years, and has been extremely popular there. He is now home-bound and it is unlikely that he will return to Manila.

The following dialogue took place this morning in Mr. R. E. Lindell's Court: The Magistrate:—This case is remanded until to-morrow. The Court Interpreter (with visions of a good time):—To-morrow is a holiday. The Magistrate:—Yes; holiday everywhere, except in this office. [and the Telegraph.—Ed.] The Interpreter (apologetically):—I say it only to remind you.

Having no proper place to store his tins of kerosene, a Chinese dealer took great pains to erect a special construction to hide them from the sharp eye of the police. His labour brought no reward. Inspector Terrett discovered the store in the place and to-day brought the man before Mr. R. E. Lindell, who inflicted a fine of \$30. The dealer had already a previous conviction last year.

A Chinese woman was yesterday arrested on the Hau Tak wharf whilst carrying 7½ taels of illicit opium. When she heard the decision of the Magistrate this morning that she was to pay a \$500 fine, or go to prison for three months, she became frantic, deploring the emptiness of her purse and her ignorance of how to procure the wherewithal to comply with the sentence.

"Don't you say anything that you cannot prove," remarked a thief to a witness this morning at the Police Court. The thief was the one who was yesterday mentioned as being caught by the Police in the act of putting his hand through a crack in the door of a money changer's shop in Queen's Road. The attitude adopted by him in Court this morning, led to many people expecting to see this man of righteousness discharged with honours. However, a little later, the revelation came that he was an old acquaintance of the Police, who had at one time given them great anxiety as to his safe departure from the Colony. The sentence awarded by the Magistrate was that he was to pay a \$30 fine or to go to prison for six weeks.

ROBBIE'S LETTER.

TO HIS NEPHEW AT HOME
Hongkong, 21st May, 1919.

Dear Alick:—Aye, one of the earliest things I can call to mind was my father taking me on his knee in the gloaming and singing a ditty about a chap, the sum of whose experience seemed to be that "we never miss the water till the well runs dry." And by the Lord Harry that's a true saying if ever there was one. Aye lad, there never was an illbut then might be a worse. There's many a man that before he joined up for the war was the devil and all to get along with in his home. If the Yorkshire pudding was just done to a turn he would proceed to fulminate at the whole of creation dependent on the way his digestive organs functioned. With feeling he would lamented the expatriated chair in his soup and if the bed mattress was turned every other day his wife hadna the life of a dog. How often must he have thought of these things when sleeping at Mudville-sur-Meuse, in the slush of the trenches with a tin helmet for a pillow and the water reducing his putties to the same consistency as his alluvial bed. And how he must have listened to the screaming "stuff" overhead, in comparison to which the nocturnal yells of his offspring in pre-war days was as a sucking dove or a bleating lamb. They say that a reformed rake makes the best husband, but by the same token this chap, now that he's home, is in a way to become a model for the next stained glass saint to be dedicated to his own particular house of praise and prayer.

It was the same with our women-folks that were stranded at home during the war. My weren't they glad to get back to their quondam quarters after their queues and querulous queries? How they missed the commodore, the boys and the amah, the richness and the cup of tea handed them in bed of a morning. Aye, it's a terrible thing war, but in some respects it had its compensations. Man, in Hongkong we kept the Home fires burning fine. Out here, apart from the fact that the boys had to get into khaki a bit often and an occasional Police Reservist contracted splay feet, we've never known there was a war on. Even Reuter's telegrams at times carefully concealed the fact. Of course we had our Military Service Force to discover. That necessitated the display of our physical imperfections to the sneering scrutiny of a Military Doctor and at the same time revealed the presence of mental diarrhoea to our friends. Men that were enjoying the best of health suddenly found their lovely manhood marred by the discovery of hip-joint disease or incipient footballer's knee. Strong cigars for the murmuring heart became popular, even the humble soap pill was not despised and the sale of eyeglasses reached the high water mark in the flood tide of myopia. Mothers and orphan families at home suddenly found themselves wholly dependant on the occasionally heard-from son or brother. Finally we sacrificed about 35 men on the altar of our patriotism. We never missed a meal or a drink; had white bread three times a day and many of us opened up credit accounts with the Bonuses we got. On the other hand, look at the money we put (for ourselves) into War Loans. Aye, it was very sad, but it wasna war. As I was saying, we never value a thing till we lose it.

It's the same when we send our wives home for a holiday. We've thought it a damned nuisance when we would go home to find ourselves elected in absentia to plenary powers to arbitrate in a Peace Conference between the amah and the missus. The eternal clothes question was also very trying at times. Buttoning up the back before going to the theatre, especially if we were late, was a purgatory all of its own, but yet we missed them. Even a mosquito can relieve the monotony at times. Man, after Janet left on the "Russia," our house looked like a mortuary for a week on end, and I took to having myself twice a day to fill in the time between writing eight-page letters to the wife. But you can get used to most anything in time. Ye mind when the Titanic was sunk what a wave of horror rippled round the whole world. Yet a few years later when the submarine was on a sunk hospital ship or two didna as much as make us pause between bites at the breakfast table of a morning. Some men like fine when their wives leave the Colony, and lay themselves out for a good time. It's a silly

CORRESPONDENCE.

(To the Editor of the Telegraph.)

CRUELTY TO ANIMALS.

Sir, Many of the readers of your comment on "Barbaric Cruelty" must have been delighted at the suggestion for the speedy revival of the Society for the Prevention of Cruelty to Animals, for, surely, enough may be seen in the streets and elsewhere apart from the horrible cases which occasionally get brought to justice, to warrant that speedy revival, and as preventions better than cure, it might prove a deterrent to large posters could be fixed in conspicuous places in every street, stating that all forms of cruelty (mentioning some of them) to animals or birds would be severely punished. Then, too, during these hot months it would be a merited provision if there and there Chinese shopkeepers (or others) could be found who would allow drinking troughs for dogs to be fastened to their doors frequently replenished with water. Then if subscription list could be kindly opened in your paper to meet necessary expenses, the R.S.P.A. Secretary for Hongkong (I learnt in London last year there is one) would no doubt find there were many lovers of the so-called lower animals willing and glad to help.

Yours etc.,
ONE OF THEM.
Hongkong, May 22, 1919.

thing to do, in more senses than one, for the chap that acts the giddy goat in his wife's absence only labels himself as a hen-pecked man. Aye, it's a great test of character to be left stranded high and dry on the social beach. You can generally tell what a man is by what he does when he has nothing to do. Aye lad, I am right pleased to think how well you've got on in your new job. But you'll have to be careful, mind ye. Aye mind that the flower that blooms early withers soonest. Beginner's luck never lasts, for there are often strong ill-luck eddies in the current of early successes. Don't lose your head lad. Often an ounce of encouragement makes a ton of conceit. Never mistake a swelled head for an enlarged understanding. And above all, work. Never mind about the eight hours day and the big wages. They're only details, when all is said and done. The less you worry your manager the sooner you will be sitting in his chair.

This present industrial unrest at home will never be settled till the working man begins to use his head as well as his hands. If the Old Country is to hold its own in the strenuous times that lie before it, there must be a re-awakening of the conscience of the working classes. Economics never was a subject that the British workman took up in his youthful days at the night school. It savoured too much of figures and the man in the street is not interested in that dry fare. He always did think it dismal and in pre-war days got on very well without it. But the time has now come when the hard facts of economics can be no longer blinkered. In the settlement of all questions we regard to hours and wages, the study of economics is the extra length that shows up clearly the error of our ways. Boiled down, we cannot have the goods unless we produce them and we cannot get cheaply the things we need unless we produce them cheaply. The worker's real interest lies therefore not in the "eat, drink and be merry" policy but in increased production. To aim at a minimum of production and a maximum of wages means industrial hari-kari. The only cure for such short-sighted and foolish notions is a re-education of the working classes as to what really counts in the industrial world. Every man Jack must produce to the limit of his reasonable capacity. When his wages will be real wages, not wages artificially inflated and leaving him actually poorer than he was. This fact is elementary enough in all conscience, but because of its very simplicity it is apt to be overlooked or forgotten. The Government could do some useful propaganda work in this connection now that we're beaten the Germans at this same game. Aye, mind ye, the first thing to work hard, honest, conscientious work. Then other things will follow. Better wages, shorter hours and diminished cost of living. It is the only way to individual prosperity and national greatness. Yours truly,
ROBBIE'S NEPHEW.

ROBBIE'S MISCELLANY.

Mr. Burdett Court, who is to retire from the representation of the Abbey division, will, if it is carried into effect, terminate a continuous association of thirty-four years with Westminster. It will remove from the rolls of the constituency a name which has been connected with its Parliamentary representation for more than half of the last hundred years. Indeed, Westminster has returned a Burdett for sixty-four years since 1807—Sir Francis Burdett, till 1837, and Mr. Burdett Court since 1837. Sir Burdett Court, is a Sir Francis's son in law, having married his daughter, the late Baroness Burdett-Coutts in 1881.

That must have been a good mistress who objected to her servants having pretty names, and made Violet become Polly. But some mistresses have gone even further, and considered a plainface essential. Lady Eliza Coke, writing in 1822 to Mrs. Spencer-Stanhope, whose son she was about to marry, remarked: "Pray have the goodness to decide as you think fit about the pretty housemaid. I wish she were less pretty. I think our establishment will be a pattern of morality, particularly if Mr. Spencer-Stanhope engages the squinting butler and the terrible housemaid he mentioned to me."

There is something to be said for the notion of putting valuables in the most obvious place—under the burglar's nose, so to speak; but there is this disadvantage, that if he did happen to look under his nose, we should never forgive ourselves for our faith in Poe. A man's trunk is rarely a good place, because the burglar generally looks into trunks, and empties them. There are elaborate methods, such as burying a box in the garden and using it as a safe when necessary. Even then you can never be sure in these days from what point of vantage your burglar may be observing you. Perhaps it is this difficulty of choice which makes so many people leave their things in situ, and hope for the best from their burglar insurance.

What is the safest hiding place for valuables in these days of innumerable burglaries? asks a London paper. No doubt the best plan would be to call for a consensus of opinion from burglars, on the lines of "Crisis I say," failed to crack" though it is always possible that an astute burglar might "force a card" on householders by suggesting "hidey holes" which he would take care to investigate first. Of course, a really strong safe is useful, but the average suburban house safes which would give a burglar much trouble are uncommon. It is probably a pretty good rule not to put anything in locked drawers. Very few locks on drawers are proof even against the least expert burglar, and the householder in addition to losing property has his furniture spoiled. The suburban burglar is generally in a hurry, and not gentle in his methods.

It is possible that recent revelations before the Royal Commission regarding the capitalisation of reserves are responsible for the cautious manner in which the directors of the QinetiQ Steamship Company announce the distribution of the bonus share for every ordinary share held. They are at pains to point out that "whatever amount the directors may at any time consider prudent to distribute as dividend or bonus will represent, on the new capitalisation, a percentage of half what it would have been on the old." This being so, one wonders why they should trouble to make the bonus distribution, the circumstances are so thoughtless of the fact that the kind is really an example of the financial prudence which for many years has been the basis of the company's success. The directors are at pains to point out that "whatever amount the directors may at any time consider prudent to distribute as dividend or bonus will represent, on the new capitalisation, a percentage of half what it would have been on the old." This being so, one wonders why they should trouble to make the bonus distribution, the circumstances are so thoughtless of the fact that the kind is really an example of the financial prudence which for many years has been the basis of the company's success.

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LLOYD'S SURVEYOR IN HONGKONG.

THE TRANSFER OF MR. J. LAMBERT.

Engineer-Lieutenant John Lambert, R.N.R., left to-day by the Shinyo Maru, together with Mrs. Lambert, for San Francisco. They will spend some little time in the United States and Canada before proceeding to London, whither Mr. Lambert has been transferred.

Mr. John Lambert, born in Sunderland, was the eldest son of Dr. William Osborn Lambert, M.D., and J. P. for the county borough of Sunderland. He was educated with a view to entering the medical profession, but developed mechanical ideas, so that the intention of following the footsteps of his father was abandoned and he became a marine engineer.

Mr. Lambert has had long experience in the Colony's shipping and engineering. He acted on all occasions for Lloyd's agents and the Salvage Association and had considerable experience in salvage work.

Since the war Mr. Lambert's duties as Lloyd's Surveyor were increased by a large amount of Admiralty and Government orders being placed with the local Dock Companies, the conversion of steamers and sailing vessels to Europe to carry oil fuel and 40,000 tons of shipping at present building to Lloyd's highest class for the Shipping Controller made the work too arduous for one man. Mr. Lambert hence felt the need of a change and rest and petitioned the Society for home leave and transfer to cooler climate.

Mr. Lambert came to Hongkong in 1895—nearly a quarter of a century ago—to join the Cosmopolitan Dock as Superintendent Engineer, and was later promoted Chief Engineer of the Hongkong and Whampoa Dock Company, where he remained until fifteen years ago, when the position of Surveyor to Lloyd's Register at this port was offered and accepted. He was decorated on board the H.M.S. Tamar on 19th June, 1910, with the officers' long service decoration, by Rear-Admiral Lyon, R.N., and was called out for active service in August, 1914, and appointed Fleet Coaling Officer for Hongkong. In 1915, when the fleet had left these waters and auxiliary cruisers were operating further afield, coaling work became normal, and Mr. Lambert was allowed to return to his duties as Lloyd's Surveyor.

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Mr. Lambert has two sons, both Surveyors, one of whom is Assistant Government Marine Surveyor in Hongkong, and the other Chief Engineer with the Canadian Government in Victoria. Mr. Lambert was a prominent Mason in the Colony, Master of Zetland Lodge (1913) and was first Principal of Victoria Chapter, holding offices in the Grand Lodge and Grand Chapter. Messrs. I. S. Gardiner, M. I. N. A., ship surveyor, and Mr. T. S. Morrison, ship and engineer surveyor, from New York, succeeded Mr. Lambert.

LAWN TENNIS.

Yesterday afternoon an interesting tennis match took place between N. E. Kent and J. Jennings and the Japanese players who took part in the Manila Olympiad, Mikami and Nomura. The weather conditions were far from suitable for lawn tennis and the Japanese appeared to feel this handicap rather more than their opponents. Kent and Jennings did not play up to their usual form and the match resulted in an easy win for Nomura and Mikami by 6-0, 7-5.

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THE LATE MR. JACK.

FUNERAL AT HAPPY VALLEY.

The large attendance at the funeral of the late Mr. W. C. Jack, which took place at Happy Valley yesterday, was evidence of the high esteem in which he was held in the Colony. The Rev. V. H. Copley Moyle officiated, and amongst those present were Mr. G. Jack, son of deceased (chief mourner), Dr. G. P. Jordan, Messrs P. Kremer, R. M. Dyer, J. Reid, K. Craig, A. R. Lowe, A. Gibson, G. M. Shaw, A. Ritchie, R. Packham, J. W. Graham, B. L. Frost, J. Macdonald, P. T. Farrell, T. J. Tully, G. J. Harman, S. Baker, J. H. Underwood, H. Bridger, T. Oliphant, A. Stevenson, R. V. Cameron, J. Taylor, D. Templeton, A. Henderson, R. Henderson, J. Gardiner, A. Davidson, C. W. Brown, D. Muir, S. Musso, J. Parsons, A. Dubois, Jeanne, P. W. Ramsay, T. Peirce, D. W. Ramsay, Forsyth, A. D. Macdonald, J. Delziel, J. Hyde, J. Jack, Keith, Neave, N. L. Raiton, J. Hanson, McIver, Mandin, G. E. Gegg, J. W. Graham, A. Stalker, Capt. T. Innes, Capt. French, Captain R. Hall, Capt. T. Mitchell and Lieut. Johnstone.

Amongst the large number of wreaths sent were those from the following:—Wife and Children, office of W. C. Jack and Co., Workshop of W. C. Jack and Co., Kowloon Cricket Club, Hongkong Electric Co., Hughes and Hough, Carmichael and Clarke, Past Presidents, Institution of Engineers and Shipbuilders, Committee, Institution of Engineers and Shipbuilders, the Hongkong Tramway Co., The Kowloon Dock Staff, Brossard Mopin and Co., Messrs Lowe, Bingham and Matthews, United Asbestos Oriental Agency, Chairman of Directors of Hongkong and Whampoa Dock Co., W. Powell and Co., officers and members of Naval and Military Lodge 848 S. C., Lodge Eastern Scotia 923 S. C., Grand Lodge of Scottish Freemasonry, Hongkong and South China District, Lodge of St. John, S. C., 618; St. Andrew's Society, Hongkong; Mr and Mrs H. E. Bridger; Mr and Mrs A. MacKenzie; Mr and Mrs S. Baker; Mr and Mrs J. Thorburn; Mr and Mrs N. L. H. Raiton; Mr and Mrs J. Hyde and family; Mr and Mrs D. Harvey; Mr and Mrs C. W. Reynolds; Mr and Mrs D. Gow; Mr and Mrs Harvey Green; Mr and Mrs S. Biney; Mr and Mrs D. Purves; Mr and Mrs Holt; Mr and Mrs W. O. Lambert; Capt. and Mrs F. Wheeler; Mr and Mrs J. Macdonald; Mr and Mrs A. A. H. Milroy; Capt. and Mrs Ritchie; Mr and Mrs T. Peirce; Mr and Mrs V. McC. Liddell; Mr and Mrs R. Packham and Miss Packham; Mr and Mrs W. L. Raiton and Eric; Mr and Mrs Witchell; Mr and Mrs J. Walker; Mr and Mrs G. H. M. Bannerman; Mr and Mrs T. Neave; Mr and Mrs W. G. Clark; Mr and Mrs J. Oram; Mr and Mrs G. H. May; Mr and Mrs F. G. Herdridge; Mr and Mrs F. E. Rosser; Mr and Mrs D. A. Goodwin; Mr and Mrs G. P. Lammert; Mr and Mrs B. L. Frost and family; Mr and Mrs A. W. Heron; Mr and Mrs Johnstone and family; Mr and Mrs R. E. Gunn; Mr and Mrs F. W. Stapleton; Mr and Mrs E. H. Scott; Mr and Mrs E. Walker; Mr and Mrs W. T. Elson; Mr and Mrs Innes; Mr and Mrs S. E. Green; Mr and Mrs J. Reid; Mr and Mrs W. Davison; Mr and Mrs A. Stevenson; Capt. and Mrs T. A. Mitchell; Mr and Mrs Templeton; Mr and Mrs S. T. Williamson; Mr and Mrs R. Hall; Mr and Mrs J. Lambert; Madame M. Flint and M. Mandin; Mrs. Lily; Mrs E. O. Murphy and Miss Kirkwood; Miss Clark; Miss Rogues; Miss C. Medina; Miss Russell; Mrs A. Gillanders; Capt. A. Jenkins; Mr C. W. Brawn; Mr F. A. Chopard; Mr K. E. Greig; Mr P. Kremer; Mr R. M. Dyer; Capt. and Mrs Liddell; Mr H. W. B. Kennett; Mr J. O. Hughes; Mr A. G. Gordon; Capt. Skilton; Mr H. F. Campbell; Mr A. Ritchie and Mrs G. R. Edwards; Mr J. H. Gardiner; Mr J. H. Lawrence; Mr T. Ramsay; Mr J. W. Graham; Mr S. Goldsmith; Mr J. H. Wallace; Mr J. W. Paton; Mr E. T. H. Bunje; Mr G. M. Shaw; Mr W. Nicholson; Mr A. M. Clark; Mr J. Tully; Mr C. Ahmed; Wing Cheong; A. Kau; Mr F. H. Nye.

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SHIPPING NEWS.

CHINA COAST GAZETTE.

Mr. J. P. Cunningham, acting chief officer, Hinsang, has gone second officer, Loongsang. Mr. F. T. Harris, second officer, Loongsang, has gone chief officer, Hinsang. Mr. J. W. Pettigrew, chief officer, Hinsang, is on reserve. Mr. H. S. Hurley, chief officer, Namsang, has gone chief officer, Waishang. Mr. W. W. Hipkin, from reserve, has gone chief officer, Namsang. Mr. W. C. Young, second officer, Yussang, has resigned. Mr. W. J. Lawrence, from reserve, has gone second officer, Yussang. Mr. P. Kemp, third engineer, Hinsang, has resigned. Mr. S. Thomson, second engineer, Fausang, has resigned. Mr. J. Thomson, has been appointed fourth engineer, Fausang. Mr. H. D. Iffla, second engineer, Loksang, has gone acting chief engineer, Fooksang. Mr. W. A. McLean, third engineer, Taksang, has gone acting second engineer, Loksang. Mr. B. H. Fookes has been appointed third engineer, Hinsang. Mr. D. McDavies has been appointed third engineer, Hinsang. Mr. T. A. Gerard, second engineer, Mausang, has gone second engineer, Fookshing. Mr. H. Craig, second engineer, Fookshing, is on reserve. Mr. E. D. Davies, second engineer, Hinsang, has gone chief engineer, same ship. Mr. V. Lyons, fourth engineer, Hingsang, has gone fourth engineer, Fookshing. Mr. R. Rennie, third engineer, Fooksang, has gone second engineer, Waishang. Mr. S. Nelson, second engineer, Waishang, has gone second engineer, Fooksang. Mr. W. J. Gordon, third engineer, Hinsang, has gone second engineer, same ship. Mr. W. Gow, chief engineer, Hinsang, is on reserve. Mr. F. J. FitzGibbon, second engineer, Fooksang, has gone sixth engineer, Hejaz. Captain D. H. Martin, of the Kancho, is on reserve. Captain P. H. Cowan, from reserve, has gone master, Kancho. Mr. D. Jones, second officer, Liangchow, has gone second officer, Fookchow. Mr. C. Hansen, acting chief officer, Honsam, has gone second officer, Kancho. Mr. W. E. Earle, second officer, Chenan, has resigned. Mr. S. Lewis has been appointed third engineer, Kancho. Mr. W. Anderson, second engineer, Taming, is on reserve. Mr. F. Lickley, supernumerary second engineer, Liangchow, has gone second engineer, Taming. Mr. M. Oliver, second engineer, Fookchow, has gone second engineer, Fatsam. Mr. G. Tinker, third engineer, Kancho, has gone third engineer, Liangchow. Mr. L. S. Strank has been appointed third engineer, Yingchow. Mr. C. S. McKinley, from reserve, has gone second engineer, Poyang. Mr. N. Poignand has been appointed fourth engineer, Kungping. Mr. M. C. Tapia, third engineer, Kwangle, has gone second engineer, Irene. Captain O. B. Wilks, of the Holming, has gone master, Chishang. Captain H. Udden, of the Pakwo, is on reserve. Captain W. B. A. Wilks has been appointed master, Cavanba. Mr. J. Cartwright, from reserve, has gone chief officer, Kwongying. Mr. A. C. Connor, acting master, Suian, has gone chief officer, Honam. Mr. J. T. Laing, chief officer, Shinfoo, is on reserve. Mr. O. Pans has been appointed chief officer, Shinfoo. Mr. W. S. Turnbull, second officer, Haitan, is on reserve. Mr. P. F. McManus, third officer, Haitan, has gone second officer, same ship. Mr. G. Pirie, chief officer, Haiming, has resigned. Mr. R. G. Stevens, second officer, Burrembeet, has gone second officer, Innamincka. Mr. W. G. Erwin, second officer, Haimong, has gone second officer, Haiching. Mr. W. G. Cheshire has been appointed second officer, Haimong. Mr. G. Best has been appointed fourth engineer, Haiching. Mr. W. H. Kehling, second engineer, Burrembeet, has gone second engineer, Chingchow. Mr. F. Veitch, chief engineer, Tobolsk, has resigned. Mr. J. McMahon has been appointed second engineer, Asia. Mr. E. C. Clemo has been appointed third engineer, Chingchow. Mr. A. T. Clarke, third engineer, Chingchow, has resigned. Mr. R. Clasper, chief engineer, Haiming, has resigned. Mr. J. Leach, second engineer, Chingchow, has resigned. Mr. A. A. Bolton, from leave, has gone chief engineer, Haiching. Mr. W. H. Loureiro, second engineer, Haiching, has resigned. Mr. L. E. Paine has been appointed second engineer, Haiching.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For.	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Yingchow	25th May at d'light
SHANGHAI	Kiukiang	25th May at noon
SWATOW & BANGKOK	Huoh	26th May at noon
SHANGHAI	Teau	27th May at noon
SWATOW & SINGAPORE	Chengtu	28th May at noon
WEIHAIWEI, CHEFOO, N'CHWANG & TTSIN	Huichow	28th May at 3 p.m.
SHANGHAI	Sunning	29th May at noon
SHANGHAI & TSINGTAO	Kwangse	1st June at d'light
WATOW & BANGKOK	Luchow	3rd June at noon
MANILA, CEBU & ILOILO	Taming	3rd June at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidstships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36. Hongkong May 23, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly Service, between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
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Tijmasoek, Java, in port 24th May, Shanghai

Tijlallap, Java, 23rd May, 28th May, Japan

Tijliwong, Japan, 23rd May, 30th May, Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
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Quinnebaug, J. Medina, FRI, 23rd May at 10 a.m.

Maitan, A. H. Stewart, TUES, 27th May at 1 p.m.

Haihong, J. W. Evans, FRI, 30th May at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong,—(Subject to Alteration).

For	Steamship	On
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TIENTSIN via Chefoo... Cheongshing Sat, 24th May at d'light

SHANGHAI via Swatow Tungshing Sun, 25th May at d'light

SHANGHAI Hopsang Sun, 25th May at d'light

MANILA Yuensang Mon, 26th May at 3 p.m.

SHANGHAI Kwongsang Tues, 27th May at d'light

HAIPHONG Taksang Wed, 28th May at 8 a.m.

MANILA Loongsang Fri, 30th May at 3 p.m.

STRAITS & Calcutta Fooksang Sat, 31st May at 3 p.m.

CALCUTTA LINE.—This line is now being reorganised and will shortly afford frequent and regular sailings to Calcutta via Singapore and Yaman.

Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Yokohama and Yamanote from via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi where intermediate calls.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to 400 tons.

Cargo taken on through Bills of Lading for Kaitum, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD. General Managers.

Telephone No. 215.

FOR NEW YORK

BLUE FUNNEL LINE

S.S. "EURYBATES"

Will be despatched for NEW YORK Thursday,

June 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE, Agents.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" 2nd June.
"ANDES MARU" Monday, 14th June (Call Marseilles).
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
"BURMA MARU" Monday, 26th May.
"GANGES MARU" Monday, 26th May.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
"HAWAII MARU" 15th June.
BOMBAY & COLOMBO. Regular fortnightly service via S'PORE.
"BURMA MARU" Monday, 26th May.
"GANGES MARU" Monday, 26th May.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" Sunday, 1st June.
SYDNEY, MELBOURNE—Monthly service calling at AUCTION LAND, N. Z. and ADELAIDE.
"NANKING MARU" Sunday, 1st June.
VICTORIA, VANCOUVER & TACOMA VIA MANILA, KANTUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"CANADA MARU" Saturday, 7th June.

HAIPHONG—Three times a month service.
"DAITOKU MARU" Monday, 2nd June.
KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" Thursday, 5th June.
KEELUNG VIA SWATOW AND AMOY.
"AMAKUSA MARU" Sunday, 25th May.
JAPAN PORTS—MOJI, KOBE, YAKKAICHI, & YOKOHAMA.
For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODECAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEENHONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.
Top Floor, King's Building.

Tel. No. 140 & 155.



KUWARA SHOJI KAISHA, LTD.

KUWARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, YOKOSUKA, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following
U. S. Shipping Board Steamers
will be despatched for

SEATTLE, TACOMA, VICTORIA AND VANCOUVER.

"WESTERN KNIGHT" About June 15th.
"WEST HEMATITE" Aug. 10th.

FOR PORTLAND Direct.

"WEST MUNHAM" About June 25th.
"WEST CELINA" Aug. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINEJOHN J. GORMAN, GENERAL AGENT.
Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMERS SAILING DATE
"HAROLD DOLLAR" ... about May, 22nd.
"BESSIE DOLLAR" ... about June, 24th.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOORTEL. 795.
792.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 12th June, to—
Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,
Agents.

Telephone No. 1574.

VESSELS LOADING AND TO LOAD.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
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JAPAN AND COAST PORTS.

Shanghai	Tjimonok	J.C.J.L.	24, May
Bombay via Ports	Kirin M.	N. Y. K.	24, May
Singapore, Colombo, & Bombay	Dilwara	P. & O.	24, May
Shanghai	Kiung	B. & S.	25, May
Shanghai via Swatow	Pungshing	J. M. Co.	25, May
Shanghai	Hopsang	J. M. Co.	25, May
Shanghai and Tsingtao	Yingchow	B. & S.	25, May
Genoa	Ganges M.	O. S. K.	25, May
Manila	Yuenang	J. M. Co.	25, May
Bombay via Ports	Burma	O. S. K.	26, May
Japan Ports	Siam M.	O. S. K.	26, May
Swatow and Bangkok	Hupoh	B. & S.	26, May
Shanghai	Teau	B. & S.	27, May
Swatow, Amoy and Foochow	Haitan	D. L. Co.	27, May
Shanghai	Kwongsang	J. M. Co.	27, May
Swatow and Singapore	Chengtu	B. & S.	28, May
W'wei, C'foo, N'chwang & T'sin	Huichow	B. & S.	28, May
Japan	Tijlatap	J.C.J.L.	28, May
Haiphong	Paksang	J. M. Co.	29, May
Shanghai	Sunning	B. & S.	29, May
Manila	Longsang	J. M. Co.	30, May
Swatow, Amoy and Foochow	Haihong	D. L. Co.	31, May
Java	Tijliwoog	J.C.J.L.	31, May
Straits and Calcutta	Focksang	J. M. Co.	31, May
Shanghai and Tsingtao	Kwangse	B. & S.	1, June
Swatow and Bangkok	Luchow	B. & S.	1, June
Manila, Cebu and Iloilo	Taming	B. & S.	3, June
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	9, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	21, June

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

HEAD
OFFICE: KOWLOON.
Telephone No. 55.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—				
NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	BREADTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	TYPE OF DOCK OR SLIP
KOWLOON				
No. 1 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 2 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 3 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 4 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 5 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 6 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 7 Dock, Kowloon	100'	30'	12'	Graving Dock
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No. 96 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 97 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 98 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 99 Dock, Kowloon	100'	30'	12'	Graving Dock
No. 100 Dock, Kowloon	100'	30'	12'	Graving Dock

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc. M.I.M.A. Kowloon Dock, Hongkong.

SHIPPING NEWS.

A BIG ORDER.

Messrs. Swan, Hunter & Wigham Richardson, Ltd., Wallsend, have received a contract from the Cunard Steamship Company, Ltd., for a large passenger steamer. The dimensions will be: Length, 600-ft.; breadth, 73-ft. 6-in.; depth moulded, 45-ft.; with a deadweight of about 12,500 tons. The vessel will be fitted with geared turbines. The Wallsend firm has built numerous large vessels for the Cunard Steamship Company, Ltd., the most notable being the Mauretania, launched in September, 1906.

THE MOEWES VICTIMS.

It is now learned that one of the Moewe's victims, the British S. Yarrowdale, was sunk by H. M. ships Achilles and Dundee on March 16, 1917. On December 11, 1916, when outward bound, the German raider Moewe captured the Yarrowdale, and sent her to Germany, under a prize crew, where she arrived about December 30, 1916. She was promptly condemned by the Prize Court, and was at once fitted out for an independent raiding cruise, being commissioned as the auxiliary cruiser Leopard. In spite of her disguise as the Norwegian S. Rens her career was short lived; the German Admiralty has admitted that she was sunk in the North Sea, probably by British Naval Forces. By the irony of fate the Moewe arrived home on March 20, four days after the ex-British Yarrowdale had been sunk. The captor and prize were thus unwittingly in close company.

AWARDED D. S. O.

The Distinguished Service Order has been conferred on Lieut. Robert Hunter McNair, R.N.R., of the Indo-China S. N. Co., for excellent services in command of a gun-boat in the advanced posts on the North Dvina River from October 11 to 20, 1918. On the latter date the gun-boat was sunk by concealed enemy fire. During this period he was in constant action with superior forces of enemy flotilla, thus affording relief to the land forces ashore and covering their retirement from a difficult position. Lieut. McNair, who was second officer of the Hangsang, was one of the first officers on the coast to offer his services to the Admiralty, having left here in December 1914.

TRIAL TRIP.

The new Dacre Castle, replacing the vessel of the same name lost in Formosa in January 1912, has completed a successful trial trip at sea. She was built by Messrs. Swan, Hunter & Wigham Richardson, Ltd., at their Wallsend Shipyard as a standard steamship of the "B" class for the Shipping Controller, and was originally named the War Lynx. She is a single-screw steamer 400-ft. in length, with a beam of 52-ft., a depth of 31-ft., and a deadweight carrying capacity of about 8,300 tons, and has been built to the highest class of Lloyd's Register. The propelling machinery consists of a set of direct-acting triple-expansion engines built at the Neptune Engine Works of Messrs. Swan, Hunter & Wigham Richardson, Ltd. Steam is supplied by three-cylindrical boilers under a work pressure of 180-lb. per square inch under forced draught.

THE MERCANTILE MARINE.

ADMIRAL JELlicoe'S TRIBUTE.

Addressing a gathering of Mercantile Marine officers and men in India recently, Admiral Jellicoe said one could not speak before a gathering of officers and men of the mercantile marine in these days without coming at once to the magnificent work they did in the war. In every part of the world and in every theatre of the war the Mercantile Marine had been to the fore. They had had many members of them in the Grand Fleet and very proud they were to have them and very glad of their splendid services.

THE Q-BOATS.

They were in the Dover patrol and in every place he could remember, but he thought that perhaps their finest service was that done in the Q-boats. Several instances of their wonderful gallantry came to his personal notice. He remembered the behaviour, for instance, of one Q-boat in particular.

This ship had been waiting long for the appearance of a U-boat which it knew to be nearby but which would not come to the surface of the sea. The Q-boat had already been heavily shelled by it, but had not revealed that it was anything more than an ordinary merchantman. But the shelling by the submarine had set fire to part of the ship in the vicinity of her concealed 4-inch gun and its magazine. The gun's crew were at station just above the magazine and they knew that as the fire progressed that magazine must go up sooner or later and that they must go up with it. But not a man of them moved. Finally it did go up and the gun's crew with it. A finer instance of discipline and gallantry had never been recorded, either in the annals of the Royal Navy or in the mercantile marine. (Cheers.)

Another instance that came to his notice, in which testimony to the splendid discipline of a Q-ship's company was borne by a German officer, was that of H.M.S. Prize, commanded by Lieut. Commander Sanders, R.N.R. She was shelled by a submarine for forty minutes and so badly damaged that she could hardly run to harbour. But the men aboard her sat tight and made no sign that they were anything more than an ordinary cargo steamer. The submarine closed to within a hundred yards, when down went the Q-boat's gunwale and she opened fire. The first two shots knocked over the submarine's 4-inch gun and her conning tower—(hear, hear)—and also knocked over her captain and some of her crew. (Cheers.)

HEIGHT OF DISCIPLINE.

The submarine sank and all thought she was finally done for. Three months later they learnt that she had managed to make for a German port. The Prize picked up the U-boat captain and three of her men. The captain was later examined to see whether any information could be got out of him and he said he would

KOWLOON NOTES.

Many of our readers living on the Peninsula have shown their appreciation of our special weekly Kowloon column by bringing to our notice instances of abuse and misuse in Kowloon and vicinity which have long been going from bad to worse and have requested us to give publicity thereto. We deal with the following, this week, as being of outstanding importance.

Sometime back, a shelter and playground was built on Chatham road specially for the use of European children, and a caretaker was, we believe, employed to look after the place and welfare of such children. Generally, for a long time past, however, the place seems to have been abandoned to Chinese children and coolies and at night time is even used as a latrine. Naturally, in these circumstances, Europeans will not allow their children to use the place but since it was for their good the shelter was erected we agreed that the matter should be looked into and supervision provided to ensure its being useable for the purpose it was originally intended.

We are also requested to draw the attention of the authorities to the congested state of Canton road during the tiffin hour, when the road commencing from the Market and for about five hundred yards further on is practically impassable during that time owing to the food-stall holders who line the road on either side. Their patrons, mostly coolies working in the Godown Company, in so far as having any idea of traffic regulation appear to have claimed this portion of the road as their own private "tiffin room". We went to the trouble of traversing this road during the tiffin hour, the other day, and found that our correspondent's complaint is more than justified. It was impossible for a ricksha to proceed at more than a walking pace, with frequent stoppages, and we have no hesitation in pointing out that the state of things is little short of disgraceful. In this case we are able to suggest a very simple remedy which is that the stall holders should be confined to the open space adjoining the south side of the Market and also to an open space adjoining the south side of the one of Godown Company's buildings which stands on the right hand side of Canton Road about half way up. There are also two or three other spots where the light railway of the Godown Company runs across the road to premises on the other side where are spaces which constitute practically blind alleys with no traffic to be obstructed except when the railway is used for the transportation of goods, which, apparently does not occur during the tiffin hour, and could therefore easily be used by the stall holders. In connection with this matter, we noticed our energetic C.S.P. the other evening, politely requesting a knot of people who were standing outside the King Edward Hotel to avoid obstructing the thoroughfare. We would suggest that the Hon. Mr. E.D.C. Wolfe take a ricksha ride up Canton road, any day during the hours of 12.30 and 1 p.m., when he will see for himself that there is urgent need for reform.

What the Lawn Tennis League would do without the Kowloon Clubs we do not know. Of the eleven teams taking part in it, no fewer than six are drawn from Kowloon—namely, two teams from K.C.C., two from the U.S.R.C., and one each from the Wigwam and the Kowloon Bowling Green Club. In the matches last Saturday, K.C.C. "A" easily accounted for the C.R.C. "B" team, but the K.C.C. second string went down rather badly to the U.S.R.C. "A" players. There was a great tussle between two Kowloon teams when the Bowling Green men went to the U.S.R.C. courts to meet the "B" players there. The visitors evidently thought it was a hopeless case when one of their pairs went down 8-3, but when it came to total the games it was found that the home team had won by the margin of one game only. Wigwam did not expect to win against the C.R.C. "A" men, but they put up a good fight and managed to secure 31 games. They are improving their record with each match.

We learn that the Spanish Procurement will shortly be erecting new Headquarters on the Kowloon side.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES	
Banks.	
H.K. & S. Banks n.	\$670
Marine Insurances.	
Cantons n.	\$450
North Chinas b.	\$320
Unions n. ex. div.	\$1020
Yankees b.	\$332
Far Easterns n.	\$26
Fire Insurances.	
China Fires n. ex. div.	\$141
H. K. Fires b.	\$325
Shipping.	
Douglases b.	\$89
Steamboats n.	\$22 1/2
Indos (Pre.) n.	\$32
Indos (Def.) b. 154 sa.	153
Shells b.	200/-
Ferries s.	\$37
Refineries.	
Sugars n.	\$159
Malabons b.	\$34
Mining.	
Kailans b.	49/-
Langkats Combined s.	t. 19 1/4
Shanghai Loans s.	t. 19 1/4
S'rai Explorations n.	24
Rajab n.	41 1/2
Torohs b. cum rights	46 1/2
Urals b.	46 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves b. 91 s.	93
K. Docks b. 151 s.	152
Shai Docks n.	\$127 1/2
N. Engineerings n.	\$24
Lands, Hotels & Buildings.	
Centrals b.	\$109
H.K. Hotels n.	\$100
Land Invest. b. 111 sa.	111 1/2
H. phreys Est. b.	\$8.10
K'loon Lands b.	\$47
L. Reclamations n.	\$175
West Points b.	\$72 1/2
Cotton Mills.	
Ewos b.	t. 240
Kung Yiks s.	t. 34
Lau Kung Mows b. t. 172 1/2 sa.	175
Orientalis b.	t. 88
Shai Cottons sa.	t. 178
Yangtzepeos b.	t. 11 1/4
Miscellaneous.	
Green Islands s.	\$784
China Borneos s.	\$12 1/2
China Lights b. \$5 old s.	1.05 new
China Providents b.	\$74 1/2
Dairy Farms n.	\$30
H. K. Electrics s.	\$75
Macao Electrics n.	\$33 1/2
Ropes b.	\$31 1/2
Trams, Low Level n.	\$7 1/2
Trams, Peak, old b.	\$8 1/2
Trams, Peak, new b. cts.	85
Laundries b.	\$334
Steel Foundries n.	\$12
U. Waterboats b.	\$13
Watsons s.	\$5 1/2
Wm. Powells b.	\$11 1/2
Wiseman's n.	\$30

Hongkong, May 23, 1919.

Readers are reminded that the organ recital, by Mr. T. A. Martin, will take place at St. Andrew's Church, this evening at 8.15.

The many friends of Mr. and Mrs. F.G. Herridge will be glad to learn that Mr. Herridge is now well on the way to recovery from his illness and the latest medical report is that the patient's progress is very satisfactory.

Kowloon now has its Chess Club consisting of about a dozen members. The Club was formed at the end of March last; Mr. P. R. Wolf being elected as President and Mr. R. Packham as Hon. Secretary and Treasurer. The Club meets every Friday evening at St. Andrew's Church Hall.

The following competitions have been arranged by the K.C.C. Golf Section, for Empire Day. In the morning there will be a Tombstone Competition. The winner will be the player who, with Bogey 75 plus his handicap, has gone the farthest round the course and with his final stroke lies nearest the hole he played for. A second prize will also be presented, and a third prize will be presented to the "player who dies" nearest an unknown spot. (N. B. Each player will be provided with a tombstone which must be placed by him with his name affixed as soon as he has completed his allowed number of strokes.) In the afternoon there will be a four ball Competition for Spoons.

In the evening a supper will be given in the Club House at 8.15, after which a musical programme will be rendered.

We shall be glad to give publicity in this column to any items Kowloon residents care to send us.

WHICH IS THE WIFE?

POLICE COURT TANGLE.

"You have stolen my husband, and I am going to make you pay for it." It was with such words as these that a Chinese woman expressed her feelings to her husband's sweetheart. The wrathful woman traced the guilty parties to a house at No. 32, Yee Wo Street and turned them out neck and crop.

This tale was told to Mr. R. O. Hutchison at the Magistracy today, when the assaulted woman brought a charge of assault against the wife. Some doubts existed this morning as to which woman is the real wife. The assaulted woman averred in her statement that the man had come to her and announced that he was single and eligible for matrimony. Believing his words, she had married him, only to find out her mistake later from the man's wife. He who was the cause of all the trouble, had packed his kit-bag and made himself scarce when he saw trouble brewing, leaving the two women to fight out their quarrels out as best they could.

Altogether the affair offered too many difficulties for a successful solution and would have proved a bad job for the S.C.A. Mr. Hutchison was of this opinion when he compromised by binding both women over to keep the peace for the next six months.

NEXT OLYMPIAD.

TO BE HELD IN SHANGHAI.

At a meeting in Manila of representatives from the three countries composing the Far Eastern Athletic Association it was decided that the next Far Eastern Olympiad be held in Shanghai in 1921. The date of the meet was changed at the request of China so that the next meet will be held either the last week in September or the first week in October. China has been somewhat handicapped every year by the holding of the meet in May because it has been impossible to effectively train the athletes who come from northern China. Spring doesn't set in until April, leaving scarcely a month for outdoor work before the meet when held in May. The new date will give China ideal opportunity to prepare for the meet during the summer months.

The change of date will not effect the training period of the Philippines team to any appreciable extent beyond the fact that the schools will be in session. As athletics are a recognized part of the regular school curriculum here there will not be any difficulty in assembling the athletes for training as arrangements may no doubt be made so that school athletes may make up their studies after the meet.

The big meet will be staged at Hong Kew Park which is the great recreation park and playground of Shanghai. The athletic field is said to be an immense proposition, capable of accommodating all branches of sport contested in the Far Eastern meets at the one time. It is intended to construct a grand stand from which may be seen every contest of the next Olympiad. September, October and November are the ideal months of the year in Shanghai so far as weather conditions are concerned. A great meet is looked forward to two years hence.

GAVE HER BABY RELIEF AT ONCE.

Mothers every where are finding Baby's Own Tablets, the Canadian children's remedy, immensely valuable for their little ones. Here is what one American mother says:—"My baby was much troubled with wind colic," writes Mrs. B. Williams, of Perth Amboy, N.Y., "and nothing seemed to do any good until I tried Baby's Own Tablets. They gave relief at once and I would not be without them. I have taken great pleasure in recommending the Tablets to my friends."

Baby's Own Tablets are mother's ever-ready help and baby's friend. They contain no opiates or narcotics, and are guaranteed an absolutely harmless remedy for infantile indigestion, simple fever, colic, constipation and diarrhoea. They destroy worms, allay the pains of teething, promote health-giving sleep and regular development.

Of chemists, also post free at 60 cents the vial from the Dr. Williams' Medicine Co., 96 Sechen Road, Shanghai.

TO-DAY'S NEW ADVERTISEMENTS.

FAIRALL & CO.

ARE SHOWING.

LIGHT WEIGHT

Silk Rain Coats
in Various Shades.

Umbrellas.

Ready-to-wear Hats.

'Phone 644.

NOTICE

TWO NIGHTS ONLY!

Mr. A. Rebel and Mr. C. N. Joaker, journalists, who are on a World Tour, will give a lecture dealing with

THE BATAK COUNTRY.

(Central Sumatra), and a short history of the

CANABALISTIC INHABITANTS.

The above lecture will take place at the

Astor House Hotel.

Friday the 23rd & Saturday the 24th May, at 5 p.m.

The lecture will be illustrated by photographs of the interior and a number of interesting curios will be exhibited.

HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the Stock Exchange will be CLOSED tomorrow,

Saturday, 24th May 1919, EMPIRE DAY.

By Order of the Committee.

E. M. RAYMOND, Secretary.

Hongkong, 23rd May, 1919.

WANTED.

WANTED—Bright, Capable Englishwoman; going to Canada "Empress Asia" 12th June, would take charge of Children: or Semi-Invalid. Write Box 177 c/o "Hongkong Telegraph."

LOST.

LOST—A Diamond Brooch with five stones between Hongkong and Kowloon. Finder will be rewarded. Apply Box 178 c/o "Hongkong Telegraph."

THE "TELEGRAPH"

IS

THE FEATURE PAPER.

LOOK OUT

On MONDAYS for

"CURRENT COIN"

On TUESDAYS for

"AN ISLANDER'S DIARY"

On WEDNESDAYS for

"MODERN MODES"

On THURSDAYS for

"MUSICAL JOTTINGS"

On FRIDAYS for

"ROBBIE'S LETTER"

On SATURDAYS for the

"PICTORIAL SUPPLEMENT"

SOMETHING FOR EVERYBODY.

Note the day on which you favour the feature appears.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY, the 2nd June, 1919,

commencing at 11 a.m.

at Blue Building godown 4 A, Wanchai, of the Hongkong & Kowloon Wharf & Godown Co., Ltd.

305 pieces Mild Steel Angles 3" x 3" x 3" x 18' 22"

244 pieces Mild Steel Angles 3" x 3" x 3" x 32'

164 pieces Mild Steel Angles 5' 16" x 3" x 3" x 22'

3 pieces Mild Steel Angles 5' 16" x 3" x 3" x 20'

and afterwards at 3 p.m.

at No. 16 godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. (Kowloon)

36 pieces Mild Steel Plates 5' 16" x 5' x 10"

46 pieces Mild Steel Plates 3" x 5' x 10"

46 pieces Mild Steel Plates 3" x 5' x 10"

10 pieces Mild Steel Plates 3" x 6' x 12"

36 pieces Mild Steel Plates 5' 16" x 5' x 10"

3 pieces Mild Steel Plates 5' 16" x 4' x 8' (stored in No. 11 Passage)

46 pieces Mild Steel Angles 3" x 1 1/2" x 1 1/2" x 18' 22"

83 pieces Mild Steel Angles 3" x 2" x 2" x 18' 22"

82 pieces Mild Steel Angles 3" x 2 1/2" x 2 1/2" x 16' 22"

(The above stored in No. 2 Passage)

6 casks No. 20 G. Bright Wire

4 casks Zinc Sheets Gauge 7 1/4 x 8"

(The above stored in No. 26 Godown)

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

LLOYD'S REGISTER OF SHIPPING.

NOTICE—The Undersigned John Lambert Ship and Engineer Surveyor to the above Society being transferred to Europe, the surveying duties will in the future be attended to by Mr. J. S. Gardiner, M.I.N.A. Ship Surveyor and Mr. T. S. Morrison Ship and Engineer Surveyor appointed from New York to this port.

(Sgd.) JOHN LAMBERT

Lloyd's Register of Shipping

Alexandra Buildings

Hongkong,

Hongkong, 23rd May, 1919.

CRAIGENGOWER CRICKET CLUB.

NOTICE—Members will be at Home to their friends at the Club House on Saturday 24th, May from 4 to 7 p.m.

R. BASA,

Hon. Secretary.

NOTICES.

REMEMBER
TEL. No. 977
FOR

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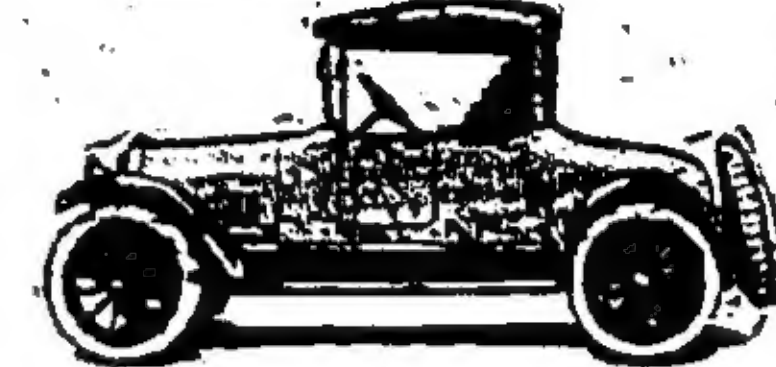
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At a price within the reach of all.

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Inspection and Enquiries are cordially Solicited.

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APPLICATIONS FROM STUDENTS ARE
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The SCHOOL has accommodation for 200 PUPILS, the syllabus including courses for MECHANICS and DRIVING.

SPECIAL FACILITIES are offered to persons desirous of becoming CHAUFFEURS and not at the moment having means at their disposal for their course.

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THE BREEZY GARAGE

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CARS FOR HIRE.

Chandler, 7 Passenger: \$3.00 per hour

Hudson Super Six: 7.00 " "

Oaklands: 6.00 " "

WEEKLY & MONTHLY TRIPS CAN BE ARRANGED.

TEL 2499

A LARGE STOCK OF GOODRICH & GOODYEAR TYRE & TUBES SIZES 24 x 4 & 32 x 4 HAVE ARRIVED.

TEL 2499

NEW STOCKS

OF

KOLYNOS

Tooth Paste

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DANDERINE

For the Hair

MOOVOL

The Stain Remover

BATHING CAPS.

THE VICTORIA DISPENSARY

(Corner of Flower Street.)

TELEPHONE 298.

HONGKONG DEFENCE CORPS

Administrative Orders by Major G. H. Wakeman, V.D. Acting Administrative Commandant, state:

STRENGTH.

No. 982 Pte. P. T. Chivers, Signalling Section, is permitted to resign, on leaving the Colony, dated 23rd May, 1919.

TRANSFER.

No. 774 Sergeant D. K. Blair is transferred from "D" Company to the Signalling Section, dated 21st May, 1919.

PROMOTION.

No. 774 Sergeant D. K. Blair, Signalling Section, is promoted to Company Sergeant Major, dated 22nd May, 1919.

LEAVE.

Sergeant L. Brewer, Eng. Coy., is granted 9 months' leave from 25.5.19. Sergeant E. J. Surman, Eng. Coy., is granted 12 months' leave, to date from day of departure, 23.5.19. Spr. G. M. Lakin, Eng. Coy., is granted 12 months' leave from 25.5.19. Pte. P. Burn, "A" Coy., is granted 9 months' leave from 2.6.19. Pte. J. de B. Lancaster, "A" Coy., is granted 9 months' leave from 23.5.19. Pte. W. J. Litcher, "D" Coy., is granted 3 months' leave from 23.5.19.

EXAMINATION FOR PROMOTION. Reference: Order No. 5 dated 10.1.19. A lecture (Practical examination) will be given by the Adjutant at Headquarters, on Wednesday, 28th May, at 5 p.m.

ARTILLERY ORDERS.

Orders for Artillery Company by Major J. H. W. Armstrong, V.D. state:

Monday, 26th May, 5.30 p.m. Left Half Coy. Full drill, with exception of new Layers' class. Tuesday, 27th May, 7.30 a.m. Right Half Coy. New Layers' class.

Friday, 20th May, 7.30 a.m. Right Half Coy. Full drill, with the exception of new Layers' class. 5.30 p.m. Left Half Coy. New Layers' class.

ENGINEER ORDERS.

Orders for Engineer Company by Captain R. Hall state:

D. E. L. Instructional Classes for Recruits. Recruits will attend for D. E. L. Instruction under R. E. Staff Sergeants at Belchers at 9 p.m. on Wednesday, 28th May. Officer on duty: 2nd Lieut. Blackburn.

Infantry Instruction. The whole Company will parade at the Polo Ground, Causeway Bay, at 5.30 p.m. on Friday, May 30th. Dress. Drill order (Shirts and Putties). Nos. 1, 2 and 4 Sections will parade outside the Law Courts at 5.10 p.m. and proceed by tram to Causeway Bay.

Pay for April will be issued at Engineer Company Office, H. K. D. C. Headquarters, on Monday, 26th May, at 5.15 p.m. Pay not drawn by Tuesday, May 27th, will be forfeited and returned to Treasury.

INFANTRY ORDERS.

Orders for Infantry Battalion by Major G. H. Wakeman, V.D. Officer Commanding, state:

"A" Company.

Monday, 26th May, 5.15 p.m. No. 4 Platoon, at King's Park Range. Annual Musketry Course. Part 1, Practices 1 and 2. Dress. Drill order with pouches.

Tuesday, 27th May, 5.15 p.m. No. 6 Platoon, at King's Park Range. Annual Musketry Course. Part 1, Practices 1 and 2. Dress. Drill order with pouches.

Note: Only N. C. Os and men who have completed their T.E.T. or who are exempted from passing them are permitted to fire the Musketry Course.

Wednesday, 28th May, 5.15 p.m. No. 3 Platoon, at Headquarters, T.E.T. Rifle, belt, pouches and dummy cartridges to be carried. Staff Sergeant Edmunds will attend to assist.

Signalling Section.

Tuesday, 27th May, 5.15 p.m. At Headquarters T.E.T. Rifle, belt, pouches and dummy cartridges to be carried. The following will attend to complete their tests: Privates Jennings, Lammert, Ogley, P. A. Reis, Templeton, P. Tanager and Mugford.

CADET ORDERS.

Orders for Cadet Company by Lieut. A. O. Brown state:

Strength: The Commandant records, with deep regret, the death of Sergeant H. C. Jennings on 17.5.19. C. S. E. R. Trueman, Drummer, R. Trueman, Officer and Cadets E. Walker and, Offord are permitted to resign, on leaving the Colony, with effect from May 24th, 1919.

Parade: Empire Day (Saturday, 24th May). Sections 3 and 4 will fall in at Star Ferry Wharf, Kowloon, at 8 a.m. Sections 1 and 2 at Headquarters at 8.30 a.m. Uniform, Caps and Belts.

COMPANY MEETING.

MESSRS. A. S. WATSON AND CO. LTD.

The thirty-fourth annual ordinary meeting of the above Company was held at the Hongkong Hotel to-day at noon. Mr. H. Humphreys presided and there were present the Hon. Sir. Paul Chater, C.M.G. and Mr. J. Scott Harston (Consulting Committee), Mr. J. A. Tarrant (Secretary), and Messrs. M. S. Northcote, W. Morley, C. B. Boyers, G. Rapp, J. D. Humphreys and J. M. Wong. The Chairman said:—Gentlemen, I propose with your permission to adopt the usual procedure and take the report and statement of accounts and auditors' report as read. The reduced earnings for the year under review are almost entirely due to the restrictions imposed by the British Government, during the last eighteen months of the war, upon certain articles which enjoyed a large sale and which could only be obtained from England. We estimate that these restrictions (which in effect amounted to prohibition) caused a diminution in gross profits of about \$75,000, as compared with the previous year. The restrictions are now being lifted, and we expect during the latter half of this year to receive regular shipments of the goods we so urgently require. The profits would have appeared as \$4,481.77 more but for the fact that Consulting Committee fees \$1,500, Auditors' fees \$200, and General Managers' commission \$2,381.77 payable in 1919, were, at the Auditors' request, treated as a liability for 1918. I will now refer to such items in the accounts as appear to me to call for special comment. The increase of \$34,123.70 to Inland Lot No. 1789 is represented in part by payments to the contractor for the new Chinese Department building, hereon and partly by structural additions to the six Chinese houses thereon, occupied by the Chinese staff. The Chinese Department was transferred to this new building last June and the premises in Stanley Street till then rented for that department given up. The increase of \$39,553.07 to Building Improvements, Furniture, Fittings, etc. is made up as follows:

Structural improvements (ferro-concrete floors, staircase etc.) to the Warehouse in Stanley Street	\$15,851.87
Structural additions to Aerated Water Factory (adding another storey to South East wing etc.)	9,375.55
Furniture, Fittings & Trade Utensils, Warehouse	6,065.53
Furniture, Fittings & Trade Utensils, new Chinese Department	8,922.80
Furniture, Fittings & Trade Utensils, other departments and Branches	1,137.32
Total	\$39,553.07

You will notice upon referring to the heading Aerated Water Machinery and Plant that there has been a big decrease: partly due to the sale of the Amoy branch and partly to large writing off for depreciation. The sale and liquidation of the Amoy branch resulted in a small profit. The Tientsin branch has also been sold, and the loss on the sale provided for in the accounts before you. The Auditors have asked for their fees to be increased from \$700 per annum to \$800 per annum, and your General Managers and Consulting Committee, subject to your sanction at this meeting, have granted same.

I now propose the adoption of the report and accounts.

Mr. M. S. Northcote seconded and the motion was carried.

The Chairman proposed, and Mr. W. Morley seconded, the re-election of Mr. F. Maitland and Mr. C. Bernard Brown, A.C.A., as auditors for the ensuing year at a remuneration of \$400 each and the motion was carried.

The Chairman then announced that dividend warrants could be had on application and the meeting terminated.

Equipment.—For provision of helmets, etc. at Headquarters at 10 a.m., Saturday, 24th May. (After the Church Parade).

Bathing.—Launch will leave Blake Pier on Wednesday, 28th May, at 5 p.m. and call at Kowloon 10 minutes later.

Preserve your Teeth by using the World-Famed

DENTIFRICES

of the

BENEDICTIN FATHERS

of Soule, France.



Hors Concours.

Paris Exhibition.

1900.

In Bottles.

Boxes &

Tubes.

Obtainable at all Chemists and Stores.

Wholesale Agents for South China:

FLOQUET & KNOTH.

Hongkong.

CHARTERED BANK.

POINTS FROM CHAIRMAN'S SPEECH.

The sixty-fifth ordinary general meeting of the shareholders of the Chartered Bank of India, Australia and China was held on April 9, 1919, on the bank's premises, 38, Bishopsgate, London. Sir Montagu Cornish Turner (the chairman) presiding.

In the course of his speech, the Chairman said:—At our last meeting one of the shareholders very truthfully remarked that the dividend paid was "not out of proportion when the fact was taken into account that our reserve fund so largely exceeded the capital, and that in paying a reasonable dividend we only give back to shareholders the interest earned on the profit left undrawn by them in previous years. I wish to emphasize this point, because in some quarters comments are made on so-called excessively high dividends paid by banks. These dividends have been won by careful and justifiable husbanding of resources in the past. As you are aware, the first payment on account of the new issue of shares was made on 1 March last, and I am glad to say that the new shares already stand at a substantial premium, and that this premium has increased since the issue of our report, which shows a very satisfactory judgment on the part of the Stock Exchange and the public as to the financial condition of the bank.

Now that labour troubles in this country seem to be in course of settlement, we may reasonably expect an increased output of all commodities, in spite of the shorter hours which have now been arranged for. With peace assured and confidence re-established, we trust that business with the East and Far East will recommence with renewed vigour, and with capital and labour working for the common good, this country should maintain its position in the world of commerce in spite of active and energetic competition on the part of our friends in America and Japan. It must be patent to all that unless this country is prepared to develop new and increased energy and enterprise—unless we can have the output of commodities required by other countries supplied promptly and at moderate prices—we cannot hope to hold our own in any part of the world trade. As a matter of fact, I know that quite recently we have lost some very large orders in this country because we could not fulfil them by a given date and our tenders were considerably over the prices quoted by other countries, especially America. With the vast increase of wealth and of the mercantile marine in America and Japan, with the industrial classes in those countries, we must recognize that we shall have to face a competition more active, more developed, more widespread, more highly organized than we have ever had to face before. We can meet this competition fully and without

fear, provided capital and labour are united in their efforts, and all Government restrictions are withdrawn, especially in regard to the export of goods. (Hear, hear.) At the moment our trade in this country and in the East is much handicapped by the restricted supply of tonnage, and we cannot hope for a very marked improvement until the transport of troops to their homes in the Colonies and in Canada has been brought to an end. In spite of our domestic troubles in this country, I cannot help feeling that future trade prospects are good, and as a natural sequence business in the banking world should not, so far as we can see, fail to benefit by a return to normal conditions. Competition will have to be faced on a much wider scale than hitherto experienced, but I think we can regard it with equanimity.

As regards our staff, I gave last year the list of those who had joined His Majesty's Forces up to that date, and I now wish to record the fact that, out of our total staff, 199 men actually served during the war. Of these 92 received commissions; to 18 were awarded various honours in the Navy and Army, and 36 brave men gave up their lives for their country—a record of which this bank may well be proud. (Hear, hear.) I am glad to say that several of those serving in the Forces have been demobilised in the past three months, and we have been able to send out to the East a number of those who were training for an Eastern career previous to their joining up at the commencement of the war. The men in nearly every case seemed delighted to return to civil life, and were quite prepared to sail for the East without delay, and so relieve their fellow-workers whose leave has been long overdue. I would take this opportunity of publicly thanking those members of our staff in the East and Far East who have bravely held on to their posts out of loyalty to the bank, despite the fact that in many cases their health suffered. I would also like to assure them that the directors and managers have done their utmost to help in the way of providing relief to the staff, but it has been quite impossible to obtain the men who were quite fitted for the work required of them in the East. I need hardly say that both the home and the foreign staffs have received financial help to assist in meeting the increased cost of living. That extra cost of living has been experienced not only at home, but, I might say, universally in the world.

Turning to the figures of the accounts as now presented, we have, I think, every reason to congratulate ourselves on the steady progress shown under all headings, and in order that the true comparison may be arrived at I would take this opportunity of drawing your attention to the explanation I made when we last met in April, 1918. I then stated that, owing to serious delays in arrival of the mails, we had to resort to our old method of grouping "en route" items under a separate heading, with the result that the figures against our bills

of exchange and Treasury Bills had to be entered as £4,337,903 5s. 1d., instead of £14,377,903 5s. 1d., and those against bills payable as £583,360 16s. 8d., instead of £4,173,360 16s. 8d. Having this in view, it will be seen that our totals now aggregate £47,604,543 2s. 1d., as against £39,716,432 12s. 1d. on 31 December, an increase of about eight millions sterling. Our current accounts now stand at £20,942,723 18s. 4d., an increase of £1,593,378 3s. 8d. over the 1917 closing figures; while our fixed deposits show an increase of £4,141,749 6s. 7d. over our previous yearly figures. This is a most gratifying feature of the continued confidence reposed in us by our home and Eastern friends. Healthy increases are also shown in the totals outstanding under the heading of bills payable, namely £913,801 11s. 2d. Turning to the other side of the account, our cash position would appear to be down against our 1917 figures by £2,199,084, but this is accounted for by the fact that we have made full use of the opportunity presented by the medium of Treasury Bills. Our bills of exchange outstanding show an increase of £7,866,791 13s. 3d., which fairly reflects the progress of export trade in the respective spheres in which we operate. Bills discounted and loans also show a healthy increase of £2,491,547.

Turning to our profit and loss account, our net profits for the past twelve months were £409,221 7s. 10d., against £402,795 13s. 1d., and the result, as I have already said, would have been much larger had it not been for the very large impost we had met on account of Excess Profits duty. We purpose placing £100,000 to reserve, thus raising that fund to £2,100,000, to add £25,000 to officers' superannuation fund, and to write £40,000 off bank premises account; and we recommend a final dividend at the rate of 14 p.c. per annum, together with a bonus of 25s. per share, equal to 20½ p.c. per annum, free of Income-tax, and to carry forward £163,482 11s. 1d., against £167,261 3s. 3d. for 1917. I feel satisfied, gentlemen, that you will consider this a very satisfactory record, and one which reflects great credit on the management and staff at home and abroad.

The

Allen

New Series 41

A CAR FOR GENERAL SERVICE

Business as well as social needs were given careful consideration in designing and building the new Allen.

The result is a car that is ideal where maximum year-round service is demanded.

The chassis of the standard Allen 41, has been proven through use by thousands of owners. And comfort and convenience are present in big measure in this model. A rotary switch on steering column controls the entire electric system.

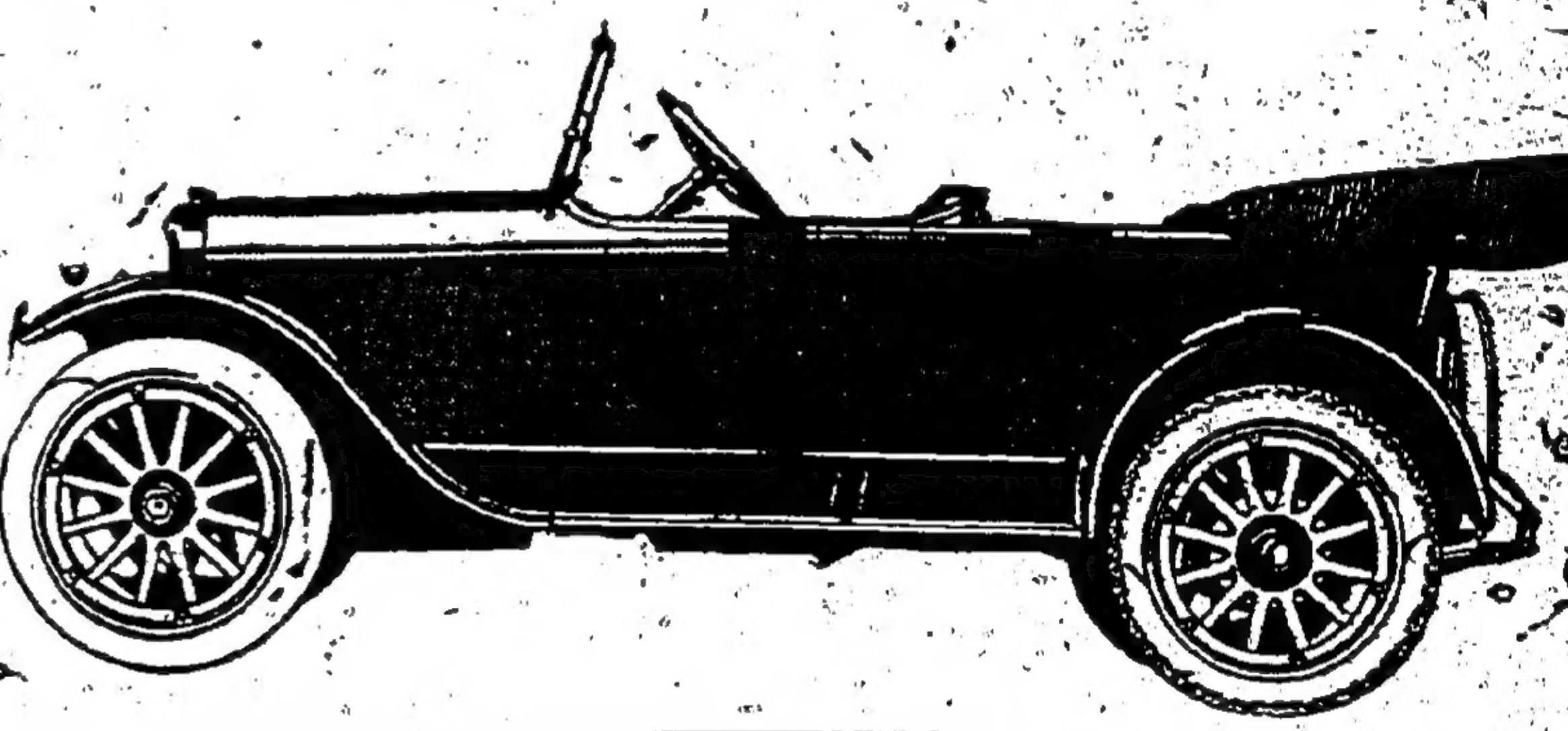
Fittings and body finish are of highest grade. The new Allen is as attractive as it is serviceable.

Many special features of this Car will interest you. Ask for a copy of the Allen Car Book, or, better still, have us demonstrate.

The supply of Allen Cars is very limited. Orders must be placed promptly if delivery is to be assured.

GERIN, DREVARD & CO.

5 PASSENGER GENERAL SERVICE CAR.



JUST ARRIVED.

PONGEE SILK SUITABLE FOR GENT'S AND LADIES' SUMMER SUITS, DRESSES, SHIRTS, BLOUSES AND UNDERWEAR. LACE AND EMBROIDERED LADIES' UNDERGARMENTS. SWATOW DRAWN WORKS, EMBROIDERIES ON SILK AND GRASS LINEN.

LACE, COLLARS, AND OTHER ARTICLES, ETC.

FILET LACES OF NEW PATTERNS.

BEST QUALITIES, LATEST DESIGNS, MODERATE PRICES, INSPECTION CORDIALLY INVITED.

SWATOW DRAWN WORK CO.

No. 14, DES VOEUX ROAD, CENTRAL.

PHONE NO. 285.

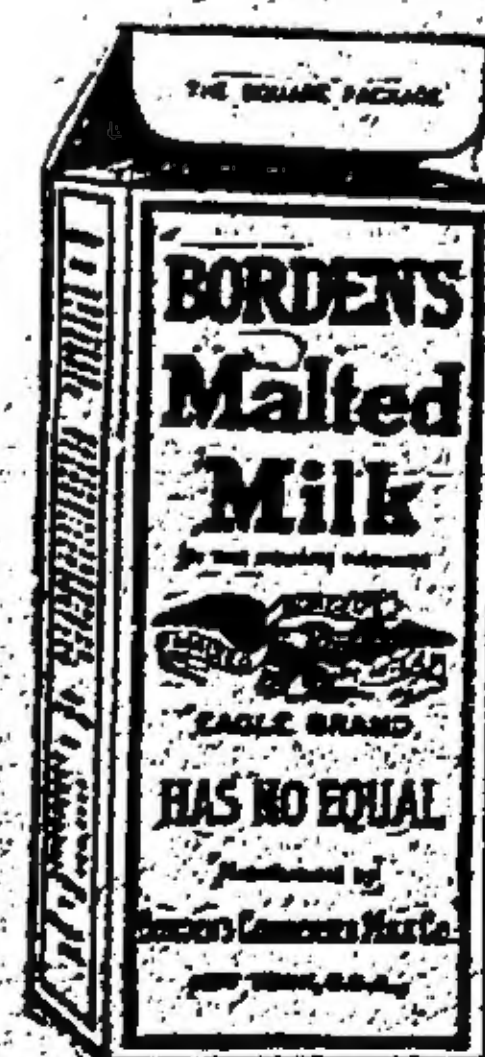
HOSPITAL SIZE

BORDEN'S Malted Milk

IN THE SQUARE PACKAGE

NOW IN STOCK AT ALL LEADING DISPENSARIES

THE BEST FOOD FOR BABIES AND INVALIDS



ASK FOR THE SQUARE PACKAGE TAKE NO OTHER

"IT'S PURE, THAT'S SURE"

CONNELL BROS., CO.

SOLE AGENTS

EARLIER TELEGRAMS

NURSE CAVELL'S REMAINS TO NORWICH.

AN IMPRESSIVE SCENE.

London, May 16.
The journey of Nurse Cavell's remains to Norwich was as impressive as a Royal funeral. The schools were drawn up on the whole route, the boys and girls standing at attention. Workmen of the industrial districts assembled with bare heads while troops in the military areas saluted as the train passed. For two miles on arriving at Norwich the procession passed along a densely lined route to the Cathedral which was packed. The final scene was most impressive as the coffin was lowered into the flower-lined grave, which will be the site of a new chapel to Norfolk's fallen soldiers and sailors. The Bishop of Norwich delivered an address at the graveside.

THE AFGHAN FIGHTING.

SUCCESSFUL BRITISH OPERATION.

London, May 16.
Reuter learns that the capture of Dakka fort by General Barrett's troops on May 13th is a most important strategic operation and regarded as a most serious blow to Afghan prestige. It has definitely stopped the menace to Lundikotal and it is militarily considered that it indicates that the movement will fizzle out.

ABYSSINIAN MISSION.

Paris, May 16.
M. Poincaré has received the Abyssinian Mission.

CASUALTIES IN RECENT EGYPTIAN TROUBLE.

London, May 15.
In the House of Commons Mr. Harnsworth, in the course of a lengthy statement on the affairs of Egypt, quoted the following casualties in the recent outbreak: British soldiers, 27 killed, 70 wounded; British civilians, four killed; Indian soldiers, 9 killed, 40 wounded; Armenians in Cairo 15 killed, 30 wounded; Greeks in Cairo, 4 killed, 2 wounded. He regretted that nearly a thousand Egyptians were killed. He emphatically affirmed that the Government had no intention whatever of relinquishing the task of governing Egypt in association with the Sultan.

BRITISH PROTECTORATE TO CONTINUE.

London, May 16.
Lord Curzon, speaking to the Primrose League, said: All well-instructed foreign opinion interested in Egypt's prosperity appreciated the British protectorate. The Sultan had been assured that the Egyptians would be fully enabled to state their views regarding the definition of the protectorate or necessary constitutional or administrative changes or other vital matters, before any decisions are arrived at. It had always been the Government's intention to send a strong commission to Egypt at the earliest possible date to determine the nature of the new protectorate. The Government now proposed to despatch a mission over which Lord Milner was invited to preside. The Government believed the Egyptians should be given an ever increasing share in the government and it was their desire to see Egypt under British guidance advance in prosperity and enlightenment and take her place as the leading Islamic power.

FRENCH HELP FOR AUSTRIA.

Paris, May 15.
M. Pichon in a statement to the Budget Committee explained his reasons for asking for authority to advance fifteen million dollars to Austria to enable her to secure supplies. The Government hoped that thereby Austria would not be compelled to bind herself to Germany. The Committee did not reach a decision.

EARLIER TELEGRAMS

BOARD OF TRADE RESTRICTIONS REMOVED.

London, May 16.
The Board of Trade notifies that general licences are issued permitting the importation of cocoa-butter, oleogranate, olive oil, and fresh fruit except pears and grapes, articles of food containing sugar, sweetened aerated minerals, and gherkins in brine.

POSTAL AEROPLANE MISHAP.

Boulogne, May 16.
A British postal aeroplane was blown into the harbour. It was towed into dock and the mails landed. The bodies of the two officers, who were thrown into the sea, have not been recovered.

RESIGNATION OF PADEREWSKI.

London, May 17.
The "Morning Post" correspondent at Warsaw reports (May 15) that M. Paderewski has resigned the premiership but his resignation was not accepted by the Diet. The crisis is due to the refusal of the Diet to support M. Paderewski's pledge in Paris that the Polish offensive would cease. The Council of Foreign Ministers has refused the request of the Polish Government to have part of the German merchant fleet allocated to Poland.

PROPOSAL TO BRITISH SHIPBUILDERS REJECTED.

London, May 16.
The Federation of Shipbuilding and Engineering Trade Unions, at a meeting at Cardiff, rejected the Government offer to hand over the Beachley and Chepstow shipbuilding yards to be run under joint management of capital and labour. Mr. Willie W. said that if the Government made a practical proposition they would consider it.

BRITISH WARSHIP STRIKES A MINE.

London, May 16.
H. M. S. Coraco struck a mine in the Baltic. There were no casualties and the damage was slight. She is proceeding to England for repairs.

RETURN OF JAPANESE MEDITERRANEAN SQUADRON.

Malta, May 15.
The Japanese squadron in the Mediterranean has sailed on its return to Japan.

ADMIRAL JELICOE AT ALBANY.

Albany, May 15.
Admiral Jellicoe has landed. The town was beflagged and decorated and there was a civic reception.

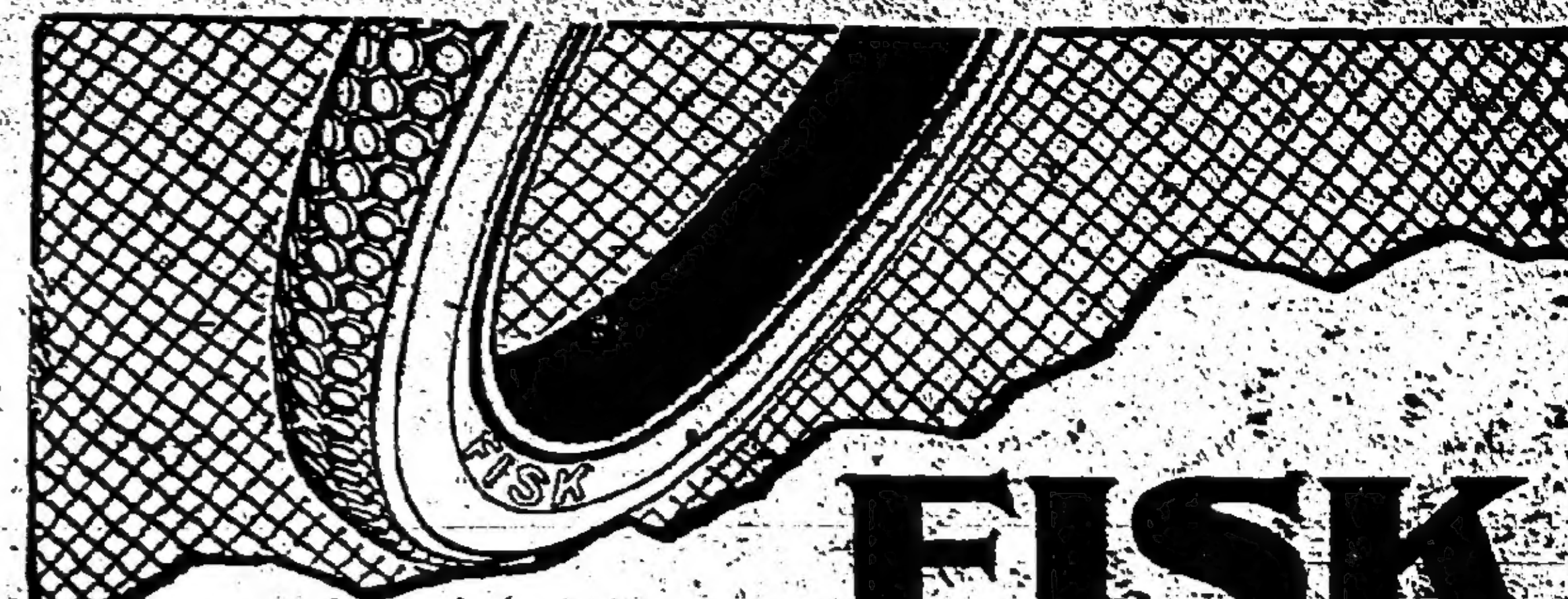
LEAGUE OF RED CROSS SOCIETIES.

London, May 16.
Lieut. General Sir David Henderson has accepted the post of Director General of the new International League of Red Cross Societies.

RACING AT HOME.

London, May 17.
Run at Hurst Park owing to the military occupancy of Kempton, the Jubilee Handicap resulted: Arion, 1; Not Much, 2; Grand Fleet, 3.
Eleven starters. Won by six lengths. Time 1 min. 20 secs. Betting: 10 to 1 Arion, 100 to 5 Not Much, 100 to 5 Grand Fleet.

NOTICES




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NON-SKIDS

FOR PRICES
AND PARTICULARS

Apply to
SHEWAN TOMES & CO.

TEL. 659 & 781.



BOOTS AND SHOES

THE
Hettleton
SHOE



- THAT fit well
- THAT are comfortable
- THAT Look well

THE SINCERE CO., LTD.

VICTORIA THEATRE

TO-NIGHT!

TO-NIGHT!

CHARLIE CHAPLIN'S

First Million Dollar Picture

"A DOG'S LIFE"



CHARLIE CHAPLIN IN "A DOG'S LIFE"
THIS FIRST MILLION DOLLAR PICTURE

NOTE:—The Million Dollar Chaplin series are absolutely the latest Chaplin productions produced by himself under his famous contract with the First National Exhibitors' Circuit Co., of New York. We have presented "Shoulder Arms." We are now presenting "A Dog's Life" and have in hand a contract for "Sunnyside," which is expected to be ready for the East in about 2 months.

Booking at ANDERSON'S

Prices \$1.50, \$1.00, 70c

NOTICES.

Ever tried to
bring Smoke out
of Your Eyes ?



WESTMINSTER
AIDE DE CAMP
CIGARETTES.

SOLD EVERYWHERE

in 50's tins, & 10's boxes.



This advertisement is owned by Westminister Tobacco Co. Ltd.

Impossible isn't it? It's just
as impossible also to obtain
a more Pleasant Satisfying
delicious Smoke than

COMPANY REPORT.

THE "STAR" FERRY
CO., LTD.

The report of the above Com-
pany for the year ended 30th
April, 1919, states—

Accounts.—The net earnings
of the boats, after paying all
working expenses, amounted to
\$103,907.12 as against \$99,561.93
the previous year.

The amount at credit of Profit
and Loss account, (after paying
for repairs, allowing for Directors'
and Auditor's fees and placing
\$7,700.00 to credit of Accident
Fund) including \$3,775.63 brought
forward, is \$99,211.35, which with
the approval of shareholders, it is
proposed to appropriate as fol-
lows:—

To pay a Dividend of \$1.40 per share	\$56,000.00
To pay a Bonus of 10 cents per share In- terest account	4,000.00
To write off Ice House Street Pier	13,000.00
To write off Boats	18,000.00
To carry forward	8,211.35
	\$99,211.35

Directors.—Mr. John Johnstone
has joined the Board in place of
Hon. Mr. David Landale resigned.
In accordance with the Associa-
tion, Hon. Sir C. P. Chater, C.M.G.,
retires, but being eligible offers
himself for re-election.

Auditor.—The accounts have
been audited by Mr. F. Maitland
who offers himself for re-election.
JOHN JOHNSTONE,
Chairman.

Hongkong, 16th May, 1919.

WEATHER REPORT.

May 23d, 1919. 15m.—No returns from
Japan. Wind—North and Indo-China.
Pressure has decreased slightly at
Shanghai, and increased slightly else-
where. The anticyclone is moving
eastward.

Hongkong Rainfall for the 24 hours
ending at 11 a.m. today 4.05 inch.
Total since January 1st 11.57 inches
against an average of 19.55 inches.

FORECAST FOR THE 24 hours
ENDING AT 11 a.m. TOMORROW.

Direction: N. & N.E.
Force: 1 to 2.
Weather: with
drizzling rain.
Improving
later in day.

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NOTICE.



**THE "STAR" FERRY
CO., LTD.**

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COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA COAL, MUTSU, KIMIDAKE
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KARAIWA, SHIMIZU, KAMATADA, SUGA
and OTUBARI COAL MINES.

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WAKAMATSU, MOJI, KURE, KOBE,
OSAKA, TSURUGA, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VLADIVOS-
TOK, PEKING, TIENTSIN, DAIHLEN,
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TAIPEI, HONGKONG, CANTON,
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CALCUTTA, LONDON & NEW YORK.

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AGENCY FOR:—THE OSAKA
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Mitsui Bussan Kaisha.

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VICTORIA THEATRE.

TO-NIGHT 9.15 P.M. TO-NIGHT

CHARLIE CHAPLIN

"A DOG'S LIFE"

HAROLD LLOYD

BRIDE & GROOM

HANDS UP

EPISODE 4

The Phantom's Trail.

Booking at **ANDERSON'S**.

THE

CORONET

TEL. NO.
1743.

TEL. NO.
1743.

TO-NIGHT

at 5.15 & 9.15 p.m.

Bessie Barriscale

IN

"Bawb's O' the Blue Ridge"

"HE DID & HE DIDN'T."

"THE JUDGE,"

ETC., ETC.

Booking at **ROBINSON'S**.

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating:—

THE HONGKONG HOTEL—The leading Hotel in the Far East.

THE REPULSE BAY HOTEL—The coming seaside resort of South China.

(opening in the Summer of 1919)

THE HOTEL MANSIONS—(The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.)

(Office premises)

The Hotel Company, having recently extended their cold storage plants and

refrigerated motor transportation, are specialising in outside catering such as

banquets, dances, picnics, etc., and are prepared to supply all necessary equipment,

decorations, furnishings, and music.

Quotations may be obtained on application at the Hotel Main Office, or

representative will call on communicating with

Telephone No. 433, Catering Department.

Telephone No. 1673, Manager.

J. H. TAGGART,
Manager.

KINGSLERE HOTEL

CRAIGIEBURN HOTEL

KNUTSFORD HOTEL

SACHSE, LENNOX & Co., General Agents

Are resident Managers.

KING EDWARD HOTEL

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373.

Telegraphic Address: "VICTORIA"

J. WITCHELL,
Manager.

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central

District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate

Terms. Monthly and Family Rates on application to the Proprietors.

Telephone 812. **MRS. F. E. CAMERON.**

Printed and Published for the Proprietor, by Charles

Wilson, at 11, Lee House Street in the City of Victoria.

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Huichow, 1222, Br. Capt. Shane.
Tientsin, B. & S. Mooring.
—C 34.
Cheongshing, 1256, Br. Capt.
Meyrick, Canton, J. M. & Co.
—Mooring.—B 7.
Hupoh, 1206, Br. Capt. Mitchell.
Bangkok, B. & S. Mooring.
—C 13.
Kwongssang, 1227, Br. Capt.
Woodgett, Shanghai, J. M. &
Co.—Mooring.—Wharf.
Uncas, 2896, Br. Capt. Wright.
San Francisco, Standard Oil
Co.—Mooring.—Laichikok.
Cornelia, 214, Br. Capt. Guer-
riero, K. C. Wan, Carri-
Bro.—Mooring.—Wharf.
Hoiping, 443, Port, Capt. Nor-
queira, Hoihow, Shun Lee
S. S. Co.—Mooring.—C 39.
Empress of Asia, Br. Capt.
Davidson, Vancouver, C.P.O.S.
—Mooring.—K. Wharf.
Uamwan, 270, Port, Capt. Costa,
Hoihow, Tai Fung & Co.—
Mooring.—C 41.
Bansei Maru, 788, Jap. Capt.
Hataiyame, Canton, Kuhara
& Co.—Mooring.—B 32.
Masayoshi Maru, 577, Jap. Capt.
Yamata, Nagasaki, Yee Fat
Co.—Mooring.—C 33.
Tatsuno Maru, 4283, Jap. Capt.
Shirai, Yokohama, N. Y. K.
—Mooring.—B 22.
Kofuku Maru, 4280, Jap. Capt.
Karatsu, Suzuki & Co.—
Mooring.—B 29.
Shuishing, 294, Ch. Capt. Place,
K. C. Wan, Po On & Co.—
Mooring.—Wharf.
Tung Wah, 920, Ch. Capt. New-
burg, Shanghai, C. M. S. N.
Co.—Mooring.—C 45.
Lycan, 4814, Br. Capt. Walker,
Yokohama, B. & S.—Mooring.
—Naval Yard.

VESSELS CLEARED.

Kaiping for Haiphong via Pakho
Kwongshing for Canton
Ataru Maru for Takao
Shinyo Maru for S. F. via S. H. H.
Chingchow for Whampoa
Cheongshing for T. S. via Chefoo
Wollowra for Amoy
Uncas for Shanghai
Quinnaburg for P. Chow via S. F.
Tung Wah for Yokohama
Kameng for Kobe
Chien On for Hoihow
Hoihow for Takao

POST OFFICE.

EMPIRE DAY.

The General Post Office will be
open on Saturday, 24th instant
until noon only.
The District Post Offices will be
open from 8 a.m. to 9 a.m. and
from 5 p.m. to 6 p.m. with the
exception of Kowloon Office which
will be open from 8 a.m. to 9 a.m.
only.
There will be one delivery from
District Offices at noon.
The Money Order Office will be
entirely closed.

INWARD MAILS.

Europe, via Negapatam—Per
BENOLEUCH 25th May.

OUTWARD MAILS.

Fort Bayard—Per CORNELIA,
24th May, 9 a.m.

TO-MORROW.

Swatow—Per TUNGSHING,
24th May, noon.

Straits, Bangkok, Ceylon, Mauri-
tius, South Africa, India via
Dhanushkodi, Egypt and
EUROPE VIA SUEZ—Per
LYCAON, 24th May, Reg.
9.45 a.m. Letters 10.30 p.m.

The Parcel Mail will be closed
on Friday, 23rd May, at 5
p.m.

Straits, Bangkok, Ceylon, Mauri-
tius, South Africa, India via
Dhanushkodi, Bombay and
Aden—Per DILWARA, 24th
May, Reg. 9.15 a.m. Letters
10 a.m.

Shanghai and North China—Per
TJIMANOCK, 24th May, 11
a.m.

Shanghai and North China—Per
YINGCHOW, 24th May,
noon.

SUNDAY, 25TH MAY.

Swatow, Amoy and Formosa via
Keelung—Per AMAKUSA
MARU, 25th May, 9 a.m.

Shanghai and North China—Per
KUKIANG, 25th May, 9
a.m.

MONDAY, 26TH MAY.

Swatow and Bangkok—Per
HUPEH, 26th May, 11 a.m.

Philippine Islands—Per YUEN-
SANG, 26th May, 2 p.m.

PASSENGERS DEPARTED.

Per S.S. AKI MARU.

Asher R. B. Mr. Kavanagh Mas- ter	Lane A. F. Miss
Brathwaite H. Lowe J. P. Mrs	Cummingham & Capt.
Mr. & Mrs. Mawson W. Rev.	Campbell Miss
Clemente	Manuk Miss
Calder Miss & Newall S. G. Mr	& Mrs.
Mr. Campbell	Paras O. G.
Cook Mrs.	Reid W. J. Mrs.
Downs G. A.	Reis
Fairley Miss	Romos Leomer
Gonzalez Mr. & Mrs.	Sears Miss
Mrs. Goudy	Sheppard I.
Gregory Mrs.	Thwaiter M. Mrs.
Kerr C. J. Lieut.	Verra D.
Com.	Winslow H. P.
Keating A. M.	Wiles L. J.
Miss	Wiles R. J.
Kirkness S.	White Miss
Kavanagh Mr. & Westley W.	Mrs.

TUESDAY 27TH MAY.

Shanghai and North China—Per
TEAN, 27th May, 11 a.m.

Swatow and Bangkok—Per
HUPEH, 27th May, 11 a.m.

Swatow, Amoy and Poochow—
HAITAN, 27th May, 1 p.m.

WEDNESDAY, 28TH MAY.

Swatow & Straits—Per CHENG-
TU, 28th May, 11 a.m.

Weihaiwei, Chefoo and Tientsin
—Per HUICHOW, 28th May,
2 p.m.

THURSDAY, 29TH MAY.

Shanghai and North China—Per
SUNNING, 29th May, 11 a.m.

FRIDAY, 30TH MAY.

Swatow, Amoy and Poochow—
Per HAIKONG, 30th May,
1 p.m.

Philippine Islands—Per LOONG-
SANG, 30th May, 2 p.m.

SATURDAY, 31ST MAY.

Shanghai and North China—Per
KWANGSE, 31st May, 5 p.m.

MONDAY, 3RD JUNE.

Swatow & Straits—Per LIANG-
CHOW, 3rd June, 11 a.m.

Philippine Is.—Per TAMING,
3rd June, noon.

Swatow and Bangkok—Per
LUCHOW, 3rd June, 9 a.m.